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**PUBLIC COMMENTS ON THE
CALTRAIN SAN FRANCISCO DOWNTOWN EXTENSION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT /
ENVIRONMENTAL IMPACT REPORT**



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REPLY TO
ATTENTION OF

Regulatory Branch

SUBJECT: File No. 22761S

Ms. Marie Pang
Peninsula Corridor Joint Powers Board
1250 San Carlos Avenue
P.O.Box 3006
San Carlos, California 94070-1306

Dear Ms. Pang:

Your request for comments on the subject document entitled, **CalTrain San Francisco Downtown Extension Project And Draft Environmental Impact Report Sch# 95063004** was received on 26 March, 1997, by your notice dated 5 March, 1997.

Your proposed work is not within our jurisdiction and a permit is not required. If you have any questions, please call John Hendricks, South Section Chief at telephone 415-977-8464 or Candy Ma at telephone 415-977-8445. Please address correspondence to Regulatory Branch, South Section, and refer to the file number at the head of this letter.

Sincerely,

Calvin C. Fong
Chief, Regulatory Branch



APR 9 1997

REF 388.472 P96

Public comments on the
CalTrain San Francisco
1997]

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S.F. PUBLIC LIBRARY



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION IX

75 Hawthorne Street
San Francisco, CA 94105-3901

MAY 12 1997

6 1997

Leslie T. Rogers, Region IX Administrator
Federal Transit Administration
201 Mission Street, suite 2210
San Francisco, CA 94104

Dear Ms. Rogers:

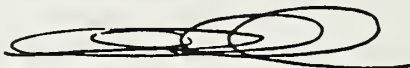
The U. S. Environmental Protection Agency (EPA) has reviewed the Draft Environmental Impact Statement (DEIS) for the Caltrain San Francisco Downtown Extension Project, San Francisco County, California. We provide our comments pursuant to the National Environmental Policy Act (NEPA), Section 309 of the Clean Air Act and the Council on Environmental Quality's (CEQ) Regulations for Implementing NEPA.

The project sponsors propose to extend the Peninsula Commute Service (Caltrain) from the current station at Fourth and Townsend streets to an underground site at the Transbay Terminal in San Francisco. The DEIS discusses a no action alternative, and one location alternative with several options for placement of an underground tunnel to the Transbay Terminal station, along with replacement options for the Transbay Terminal bus service. We believe that FTA should continue to examine opportunities to develop the Transbay Terminal above ground site for income generation purposes that will benefit the Transit operators at either the Transbay Terminal site or the Main/Beale site.

We have rated the DEIS and all of the alternatives as Environmental Concerns-Insufficient Information (EC-2). However, we would rate the DEIS and the alternatives as LO, Lack of Objections, (See enclosed "Summary of Rating Definitions and Follow-up Action") if FTA did not propose the following actions; additional parking at 13 suburban stations, and new parking at a reconstructed Transbay terminal facility. We believe that FTA should propose greater efforts to improve intermodal transit trips at the locations where additional parking is suggested. Caltrain has the opportunity to be the major transit hub for all Peninsula traffic, and we encourage FTA and the Joint Powers Board (JPB) to enact programs and partnerships to enhance that status. Also, FTA should further refine a parking analysis to determine if there are a number of vehicles in the displaced Transbay Terminal parking spaces that would be eliminated should Caltrain extend to downtown San Francisco. FTA should address these issues in the Final EIS. We do not have any serious concerns regarding the impacts analysis contained in the DEIS.

We commend the project sponsors on a well written document that considered many environmental issues in very good detail. We strongly support FTA's proposal for full system electrification. We also support the selection of the 7th Street site for the storage yard. The 16th Street storage yard site has the greater potential for pollutant runoff impacts to the bay due to it's close proximity. We have attached additional information regarding Pollution Prevention practices that we recommend the JPB and FTA consider as part of the project's construction and operation phases. We appreciate the opportunity to review and provide comments on this DEIS. Please send two copies of the Final EIS to this office at the same time it is officially filed with our Washington, D.C. office. If you have any questions, please feel free to contact me at (415) 744-1584, or have your staff contact David J. Carlson of my staff at (415) 744-1577.

Sincerely,

A handwritten signature in black ink, appearing to read "David Farrel", with a horizontal line drawn through it.

David Farrel, Chief
Office of Federal Activities

Enclosures: 1

cc: Marie L. Pang, JPB

POLLUTION PREVENTION/ENVIRONMENTAL IMPACT REDUCTION CHECKLIST FOR VEHICLE MAINTENANCE

How Can Vehicle Maintenance Affect the Environment?

Vehicle maintenance shops can generate a variety of solid and hazardous wastes. Commonly generated wastes include out-of-date supplies, wastewater, oils, petroleum products and greases, solvents (both waste liquids and vapors), paints, and tires, as well as waste metal, cardboard, and paper. Each of these wastes has the potential to negatively affect one or more of the environmental media (i.e., land, water, and air). However, such activities and practices as segregating wastes, using proper inventory control, preventing spills, practicing preventive maintenance, improving process efficiency, and recycling can help minimize these impacts.

What Questions Should Be Asked To Ensure That These Effects Are Minimized or Eliminated?

Procurement Concerns. Purchasing decisions are an important element of pollution prevention. Making environmentally sound purchasing decisions can help reduce the amount of waste generated by a vehicle maintenance shop. In addition, the purchasing of recycled content products helps support markets for materials collected for recycling.

Executive Order 12873, Federal Acquisition, Recycling, and Waste Prevention, directs Federal agencies to increase their purchases of recycled or environmentally preferable (EP) products.

- Will the facility use recycled automotive maintenance products and retread tires? Such products as refiltered or re-refined oil and hydraulic fluids, as well as recycled antifreeze and solvent, are available for use in vehicle maintenance operations.
- Will the facility identify and use the least toxic product available to complete a job? Many automotive maintenance products are formulated with high percentages of volatile organic compounds (VOCs) and toxic constituents. Safer, more environmentally sound materials are, however, available and perform as well as traditional products. For example, non-chlorinated solvents can be substituted for chlorinated solvents, detergent-based solutions can be substituted for caustic solutions in many applications, and water-based cleaners often can be used instead of organic solvents.
- Will long-lasting or synthetic oils be used when possible? Long-lasting oils reduce waste generation because they do not need to be replaced as often.

Hazardous Materials Storage. Vehicle maintenance operations often involve the use of hazardous materials. The use of these materials can affect the environment through improper storage, air emissions of volatile chemicals, and spills and other uncontrolled releases, as well as the potential generation of toxic waste materials.

- Will hazardous materials be properly stored and handled? Proper storage and handling can include labeling containers, protecting materials from the elements, maintaining secondary containment,

Vehicle Washing Activities. Vehicle washing can generate a large quantity of wastewater that may be contaminated with oils, greases, and dirt, as well as washing soaps and detergents. In some States, it is illegal to wash vehicles without wastewater recycling equipment under certain conditions.

- Does vehicle washing need to take place onsite? In some instances, offsite washing is a more efficient and environmentally preferable option. However, if properly implemented, onsite washing can be preferable since it can reduce the amount of fuel used expressly for moving the vehicle for washing.
- Will vehicle washing take place at a centralized, enclosed, and contained area to reduce potential impacts to the surrounding environment from runoff?
- Will vehicle washing be conducted on an as-needed basis, rather than according to a fixed schedule? Reducing unnecessary vehicle washing can significantly reduce wastewater generation.
- Will the wastewater from the wash rack's floor drains be properly treated onsite (e.g., by removing oils, greases, and other contaminants) prior to discharge to a waterbody? Will an oil/water separator be used?
- Will the wash rack use detergents that do not contain phosphates or toxics?
- Can water from the wash rack be captured, filtered, and reused rather than being released? If a facility will maintain a large fleet of vehicles that require washing, a custom designed washing facility may be cost effective. If vehicle washing must be performed by hand, a high volume, low pressure washer system will be more cost effective than a simple hose in terms of reduced personnel hours and energy usage.

Reuse and Recycling. Many of the waste materials generated during vehicle maintenance activities can be reused or recycled into usable products. Reuse and recycling are preferable to treatment and disposal because they remove materials that would otherwise become waste.

- Are there plans for adequate segregation and containment of waste oil, antifreeze, and solvent? Each of these materials can be reclaimed or recycled if segregated. However, commingling these wastes makes recovery more difficult or impossible and dramatically increases waste disposal costs.
- Will the facility use solvent or antifreeze reclamation units? The onsite recycling of fluids is often a cost-effective pollution prevention option for larger shops. When onsite recycling is not cost effective, these materials can be segregated and picked up by a contractor for offsite recycling.
- Will the facility collect scrap metals generated at the shop (e.g., used parts, empty material storage drums) for recycling? In some instances, punctured aerosol spray cans and drained oil filter casings may also be recycled as scrap.
- Will automotive batteries be collected and stored for recycling?

* Indicates an environmental impact reduction opportunity.

Other References

U.S. Environmental Protection Agency, Office of Research and Development. October 1991. "Guides to Pollution Prevention: The Automotive Refinishing Industry." EPA/625/7-91/016.

U.S. Environmental Protection Agency, Office of Research and Development. October 1991. "Guides to Pollution Prevention: The Automotive Repair Industry." EPA/625/7-91/013.

POLLUTION PREVENTION/ENVIRONMENTAL IMPACT REDUCTION CHECKLIST FOR BUILDING/HOUSING CONSTRUCTION

How Can Building/Housing Construction Affect the Environment?

Wastes associated with building/housing construction include unused and excess material generated during site excavation, site clearance, construction, and renovation activities. These wastes may be rubble (concrete, bricks, and asphalt), wood and wood products, plaster, metals, plastics, and insulation. These materials (commonly referred to as C&D debris) comprise approximately 15 to 30 percent of all waste disposed of in landfills. Further, some of these waste products may contain toxic constituents that pose a risk to human health and the environment. Many local governments have passed ordinances that restrict or prohibit the disposal of C&D debris in landfills and require the recycling of many of these materials. In addition, purchasing decisions associated with building/housing construction projects can affect the amounts of waste generated, as well future energy requirements (e.g., from lighting and heating).

Also see checklists on Ecosystem Preservation and Protection, Siting, Landscaping, Pest Management, and Energy Management.

What Questions Should Be Asked To Ensure That These Effects Are Minimized or Eliminated?

Ecosystem Concerns. The clearing of lands for construction can lead to the loss of wildlife habitats, erosion and sedimentation associated with the use of heavy machinery, loss of native plant life, and contamination of soils and surface and groundwater. However, proper design and planning can help reduce these impacts.

- Is the construction project necessary? Is the project over-designed? In some cases, the construction of additional structures is not needed and minor alterations to existing facilities may be sufficient.
- Have attempts been made to avoid construction in environmentally sensitive areas (such as wetlands and threatened or endangered species habitats)? *
- Are specifications for construction practices designed to control and exclude pest entry in contained habitats? *
- Does the construction contract specify that contractors should cause the least possible disturbance to the site's vegetation? For example, under certain circumstances, it may be possible to preserve individual trees or stands of old-growth that would otherwise be destroyed.
- Does the construction plan provide for erosion and sediment control during construction as well as after? Uncontrolled soil erosion can have adverse effects on local waterbodies and aquatic life.
- Will soil excavated from the construction site be reused? Topsoil can be respread in areas to be landscaped to enhance plant health. *
- Does the plan include the revegetation of areas disturbed by construction? *

* Indicates an environmental impact reduction opportunity.

- Does the construction plan call for the use of refurbished construction materials? Purchasing and using once-used or recovered construction materials can often save money and reduce the amount of C&D debris disposed of as waste.

Reuse and Recycling. Many of the waste materials generated as a result of building/housing construction can be reused, refurbished, or recycled into usable products. The benefit of these practices is that materials that would otherwise be disposed of from the waste stream are diverted for productive uses.

- Will the construction contract specify that construction materials left over at the end of the project be reused in other projects rather than be disposed of? *
- Will the construction contract specify that construction materials that are damaged or wasted be recovered for refurbishing and use in other construction projects? Such items as cabinets, doors, plumbing and lighting fixtures, tile, carpeting, door hinges, wall paneling, restroom mirrors, and stairway banisters can be recovered and renovated for use. Local community groups or individual homeowners may also be interested in reusing these items. *
- Is there a plan to use or sell trees cut down during construction activities as lumber or compost? *
- Will any metal, wood, or packaging wastes generated as a result of construction activities be collected for reuse or recycling into other usable products? Commonly recycled construction materials include concrete, asphalt roofing material, metals, and structural wood. *
- Will mercury-containing materials recovered in any renovations of existing structures be recycled?

Energy Efficiency. Employing energy efficient technologies and practices can have a significant positive effect on the environment. There are a number of opportunities to include energy efficiency in building/housing construction projects.

Executive Order 12902 calls on Federal agencies and facilities to increase energy conservation efforts and improve energy efficiency.

- Does the construction plan specify the use of "low-embodied energy" construction products whenever possible? The energy required to make a product should be considered in making purchasing decisions.
- Does the construction plan specify the use of energy efficient lighting systems?
- Will preference be given to purchasing energy-efficient electric products and equipment (such as appliances and heating and cooling systems)?
- Does the construction plan call for sufficient insulation to reduce heat loss and conserve energy?
- Will the proposed facility participate in the EPA Energy Star Buildings program?

* Indicates an environmental impact reduction opportunity.

DEPARTMENT OF TRANSPORTATION

BOX 23660
OAKLAND, CA 94623-0660
(510) 286-4444
TDD (510) 286-4454



May 12, 1997

MAY 14 1997

SF-080-5.56
SF080065
SCH#95063004

Ms. Marie Pang
Environmental Manager
Peninsula Corridor Joint Powers Board
1250 San Carlos Avenue, P.O. Box 3006
San Carlos, CA 94070-1306

Dear Ms. Pang:

Re: CalTrain San Francisco Downtown Extension Project

Thank you for including the California State Department of Transportation (Caltrans) in the review process for the above-referenced project. We forward the following comments:

1. Page S-2, the text indicates that CalTrain ridership is at 22,200 weekly passengers, as of February 1996, and it has increased to 24,000 since that date. This figure is expected to increase further with the implementation of the Extension. Does this potential increase include the possible reduction of riders on the train due to transfers occurring at the future BART/CalTrain intermodal station at Milbrae ?
2. Page S-12, Summary of Environmental Impacts and Proposed Mitigation Measures (also in Chapters 6 and 7), identifies the demolition of the existing Transbay Terminal and the Terminal loop as one of two major impacts from the construction of the underground CalTrain terminal. While the document has identified some cost (ranging from \$57.7 million to \$164 million) for the replacement option, it did not provide the full scope of all costs including: land (privately owned or not), relocation cost, construction and demolition. It also did not discuss what agency or agencies will be financially responsible for the replacements. Please explain.

3. Pages S-13 and S-16 summarize Replacement Option A, the City of San Francisco's preferred replacement alternative. Construction cost for the basement level parking garage (up to 600 vehicles) is not included in this documents, and such facility would be contrary to the stated City of San Francisco transit-first policy. Please explain and verify.
4. Page 2-29, the second paragraph indicates that right-of-way costs for the Extension did not include any cost for Caltrans' property. In the absence of any enabling legislation that would relinquish the land, the fair market value of state land should be fully discussed in the document.

In addition, Table 2-3-5 neglected to include relocation costs associated with right-of-way acquisition as required by the Federal Uniform Relocation and State Relocation Acts.

5. Page 3-14, CalTrain Connection with the San Francisco International Airport section states that the JPB has recently completed a feasibility study of connecting CalTrain with the Airport's Light Rail System (ALRS). This section also states that one of the study's alternatives is the connection of the ALRS to a new CalTrain station west of Route 101 and directly across from the airport. An ALRS extension to the west of Route 101 (west-of-Bayshore parcel) is not included in SFIA's Master Plan. The presence of endangered species on the west-of-Bayshore parcel was a determining factor for the location of a BART station at the airport instead of on the west of Route 101. The location of new intermodal station on the west-of-Bayshore could significantly affect survival of the species and would require extensive and costly mitigation.
6. Page 5-43, Historic Architectural Resources section states that this project "...would require demolition and removal of the Transbay Terminal and the loop ramp, both of which are contributory elements to the San Francisco-Oakland Bay Bridge, an NRHP-eligible resource." The document also suggests recordation as mitigation to ensure a permanent record of the properties' present appearance and context. As mitigation for the seismic retrofit project, partial recordation of the facilities has been initiated by Caltrans. Recordation of the remaining areas should be conducted by the JPB as mitigation for the CalTrain Extension project.

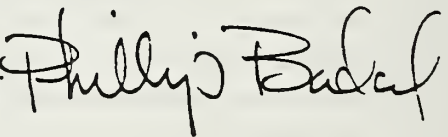
7. Page 5-44, second paragraph, the reference to Caltrans should be deleted. It is the responsibility of the JPB, not Caltrans, to develop the display of photographs produced for the Historic American Buildings Survey and Historic American Engineering Record documentation.

Also, the third paragraph should be deleted. The Transbay Terminal is significant as a contributor element to the Bay Bridge. It is unlikely that significant architectural elements for re-use or curation are present at this facility.

We look forward to continuing to work with you on this project. Should you have any questions, please call Dai Chung or my staff at (510) 286-5737.

Sincerely,

HARRY Y. YAHATA
District Director

By: 

PHILLIP BADAL
District Branch Chief
IGR/CEQA

cc: AHowell, SCH.



State of California

GOVERNOR'S OFFICE OF PLANNING AND RESEARCH

1400 TENTH STREET
SACRAMENTO 95814

PETE WILSON
GOVERNOR



LEE GRISSOM
DIRECTOR

April 25, 1997

MARIE L. PANG
PENINSULA CORRIDOR JOINT POWERS BOARD
P.O. BOX 3006
SAN CARLOS, CA 94070-1306

Subject: CALTRAIN SAN FRANCISCO DOWNTOWN EXTENSION SCH #: 95063004

Dear MARIE L. PANG:

The State Clearinghouse submitted the above named environmental document to selected state agencies for review. The review period is closed and none of the state agencies have comments. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call at (916) 445-0613 if you have any questions regarding the environmental review process. When contacting the Clearinghouse in this matter, please use the eight-digit State Clearinghouse number so that we may respond promptly.

Sincerely,

ANTERO A. RIVASPLATA
Chief, State Clearinghouse

Notice of Completion

Map of State Clearinghouse: 1400 Tenth Street, Sacramento, CA 95814

Form A
916/445-0613

See NOTE below

SCH # 95063004

Project Title: Caltrans San Francisco Peninsula Extension Project

Lead Agency: Peninsula Corridor Joint Powers Board

Contact Person: Mark L. Piny

Street Address: 129 San Carlos Avenue, P.O. Box 3004

Phone: (415) 398-6131

City: San Carlos Zip: 95070-1298

County: San Mateo

Project Location

Country: San Francisco

City/Nearest Community: San Francisco

Cross Street: Between 140 Street and Market Street

Zip Code: _____

Total Acres: N/A

Assessor's Parcel No. N/A

Section: _____

Typ: _____

Range: _____

Total Acres: _____

Within 2 Miles: State Hwy 1, I-88, I-205, U.S. 101

Waterways: San Francisco Bay, China Basin Channel

Airports: _____

Railways: CalTrain

Schools: Golden Gate University, S.F. City College

Academy of Art College

Document Type

CEQA:

☐ NOP

☐ Early Cons

☐ Neg Doc

☐ Draft EIS

☐ Supplement/Subsequent

☐ EIR (Prior SCH No.)

☐ Other: _____

NEPA:

☐ NOI

☐ EA

☐ Draft EIS

☐ FONSI

Other:

☐ Joint Document

☐ Final Document

☐ Other (Draft Section 4(f) Evaluation)

Local Action Type

☐ General Plan Update

☐ General Plan Amendment

☐ General Plan Element

☐ Community Plan

☐ Specific Plan

☐ Master Plan

☐ Planned Unit Development

☐ Site Plan

☐ Annexation

☐ Redevelopment

☐ Coastal Permit

☐ Other Transmission

Development Type

☐ Residential:

Units _____

Acres _____

☐ Office

Sq. ft. _____

Acres _____

Employees _____

☐ Commercial:

Sq. ft. _____

Acres _____

Employees _____

☐ Industrial:

Sq. ft. _____

Acres _____

Employees _____

☐ Educational

☐ Recreational

☐ Water Facilities:

☐ Transportation:

☐ Mining:

☐ Power:

☐ Waste Treatment:

☐ Hazardous Waste:

☐ Other: _____

Type: _____

Type: Commuter Rail Service

Type: _____

Type: Waste

Type: _____

Project Issues Discussed in Document

☒ Aesthetic/Visual

☐ Agricultural Land

☐ Air Quality

☐ Archaeological/Historical

☐ Coastal Zone

☐ Cumulative Impacts

☐ Cultural Resources

☐ Geology/Seismicity

☐ Hazardous Materials

☐ Noise/Vibration

☐ Paleontology

☐ Public Services/Utilities

☐ Recreation/Parks

☐ Flood Plain/Flooding

☐ Forest Land/Fire Hazard

☐ Geologic/Seismic

☐ Minerals

☐ Noise

☐ Population/Housing Balance

☐ Public Services/Utilities

☐ Recreation/Parks

☐ Schools/Universities

☐ Septic Systems

☐ Sewer Capacity

☐ Soil Erosion/Compaction/Grading

☐ Solid Waste

☐ Traffic/Hazardous

☐ Traffic/Circulation

☐ Vegetation

☐ Water Quality

☐ Water Supply/Groundwater

☐ Wetland/Riparian

☐ Wildlife

☐ Growth Inducing

☐ Land Use

☐ Cumulative Effects

☐ Other: _____

Present Land Use/Zoning/General Plan Use

Varies throughout project corridor

Project Description

The Peninsula Corridor Joint Powers Board proposes to extend the Peninsula Commute Service (CalTrain) from its current northern terminus at Fourth and Townsend Streets in San Francisco to an underground terminal on the site of the present Transbay Terminal at First and Mission Streets. The project purpose is to improve CalTrain commute service by providing direct access to San Francisco.

State Clearinghouse Contact:

Ms. Angel Howell
(916) 445-0613

Project Sent to the following State Agencies

State Review Began: 3/12/97
Dept. Review to Agency: 4/18
Agency Rev to SCH: 4/23
SCH COMPLIANCE: 4/25

Please note SCH Number on all Comments

95063004

Please forward all comments directly to the Lead Agency

AQMD/APCD (Resources): 3/15

95063004

☒ Resources
☐ Boating
☐ Coastal Comm
☐ Coastal Conserv
☐ Colorado Rvr Bd
☐ Conservation
☒ Fish & Game # 3
☐ Delta Protection Commission
☒ Forestry
☒ Parks & Rec (PH)
☒ Reclamation
☒ BCDC
☒ DWR
☐ OES
☐ Best Transp Hous
☐ Aerodynamics
☐ CHP
☒ Caltrans # 4
☒ Trans Planning
☐ Housing & Devel
☐ Health & Welfare
☐ Dept. of Health
☐ Medical Waste

State/Consumer Svcs
General Services
Cal/EPA
ARB
CA Waste Mgmt Bd
SWRCB: Grants
SWRCB: Delta
☒ SWRCB: Wtr Quality
☒ SWRCB: Wtr Rights
☒ Reg. WQCB # 2
☒ DTSC/CTC

Yeh/Adk Corrections
Corrections
Independent Comm
Energy Comm
NAHC
☒ PUC
☒ Santa Mn Mtns
☒ State Lands Comm
☐ Tahoe Rgl Plan
Other: _____



BAY AREA AIR QUALITY MANAGEMENT DISTRICT

May 12, 1997

ALAMEDA COUNTY

Scott Haggerty
Greg Harper
(Vice-Chairperson)
Mary King
Ben C. Tarver

CONTRA COSTA COUNTY

Paul L. Cooper
Joseph Canciamilla
Gayle Uilkema

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Vince Ferriole

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Susan Leal
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SAN MATEO COUNTY

Jerry Hill
Michael D. Nevin
(Secretary)

SANTA CLARA COUNTY

Randy Attaway
Donald F. Gage
Trixie Johnson
Gillian Moran

SOLANO COUNTY

William Carroll

SONOMA COUNTY

James Harberson
(Chairperson)
Patricia Hilligoss

Ellen Garvey

Air Pollution Control Officer

Ms. Marie L. Pang, Environmental Manager
Peninsula Corridor Joint Powers Board
P.O. Box 3006
San Carlos, CA 94070-1306

Subject: Draft Environmental Impact Statement/Report for the CalTrain San Francisco Downtown Extension Project

Dear Ms. Pang:

Bay Area Air Quality Management District (BAAQMD) staff have reviewed the Draft Environmental Impact Statement/Report (DEIS/R) for the CalTrain San Francisco Downtown Extension Project. The DEIS/R examines the potential impacts to the environment of extending CalTrain commuter rail service to the site of the Transbay Terminal in downtown San Francisco, of expanding parking lots at suburban stations and of fully electrifying the system.

The BAAQMD firmly supports the main project objective of providing direct CalTrain service to downtown San Francisco. This improvement will make CalTrain service vastly more attractive by putting it within walking distance of a very large number of employment, retail and entertainment opportunities and also by enhancing its links to other major transit systems. These features will facilitate a range of other commendable objectives that include improving regional air quality, enhancing transportation alternatives, accommodating growth in travel demand without costly highway expansion, and supporting local economic and land use development goals.

We are interested in a project that will optimize air quality benefits by maximizing CalTrain ridership, enhancing intermodal opportunities and instituting operational changes that reduce air pollution. With this goal in mind, BAAQMD staff offer the following views on the proposed project.

1. Despite its high costs, full system electrification would be optimal because it would significantly reduce air pollution from the locomotives. According to the DEIS/R, emissions of reactive organic gases, for example, would be less than one lb/day with full electrification compared to 159 lb/day under diesel/electric propulsion systems; in another example, emissions of nitrogen oxides would decrease from 4,669 lb/day to only 79 lb/day. In addition to the above, electric locomotives are less noisy and have superior acceleration characteristics.

2. For the Townsend Street alignment, the "Center" and "South Side" options are preferable to the "South Subway" alternative because only they provide a station to serve the future Mission Bay development and the Giants Ballpark. Also, those two options cost approximately \$112 million less because they include a shorter underground segment.
3. BAAQMD staff support grade-separated pedestrian structures when their primary purpose is to enhance connections among land uses and transportation modes for those on foot. For this reason, we encourage CalTrain to provide the proposed optional underground walkway between its new terminal and the Embarcadero BART/Muni station. Similarly, the new CalTrain terminal should be connected to the replaced Transbay Terminal via escalators, elevators or an underground walkway.
4. We understand that CalTrain is not the lead agency for the Transbay Terminal replacement project. However, since options for the project are evaluated in the DEIS/R we would like to state our support for the provision of retail mentioned under replacement options A and B. Retail space would make transit more attractive by increasing the convenience of transit users. On the other hand, we discourage the provision of the optional 600-car garage under option A because it will encourage driving. We concur with the DEIS/R's conclusion that the displacement of 900 parking spaces by the CalTrain extension project would result in greater public transit use and would not require mitigation because of San Francisco's "transit-first" policy.
5. The BAAQMD is disappointed by CalTrain's plan to expand parking at 13 suburban stations. Providing enough parking to meet future demand based on current mode shares is self-defeating because once parking is provided people are discouraged from seeking alternative modes. Parking expansion will negate the air quality benefits of the extension project because most of a car's pollution is produced during its "cold" start. In the affected suburban communities, parking expansion will congest local streets, worsen air quality, encourage driving, make walking and biking less pleasant, displace several businesses and cause lost property and sales tax revenue. This is precisely the opposite of what the extension project attempts to achieve in San Francisco.

Each parking space, which will likely be used by only one train rider a day, will cost \$19,336. We believe these funds could be spent far more effectively encouraging ride-sharing, transit use, walking and biking to CalTrain stations. If, as stated, the goal is to maximize ridership, CalTrain could attract new riders by using the funds for fare discounts and also by providing a range of in-station conveniences including a magazine kiosk, cafe, mail and copy center and flower stand. Given the exceptionally high demand for CalTrain's low-cost bike lockers and bikes-on-board program, CalTrain should include efforts to accommodate cyclists as part of its mitigation for parking demand impacts. Provisions should be made to increase the number of bikes allowed on each CalTrain run, and additional lockers or attended bike parking should be provided at stations. (Attended parking at high-demand stations could even be expanded to include minor repair services and to sell commonly used bike supplies.) We strongly encourage CalTrain to abandon its parking expansion plans and work with the affected cities to develop strategies for alternative access to CalTrain stations.

I want to reiterate our enthusiastic support for extending CalTrain service to downtown San Francisco. If you need further statements of support from the BAAQMD or if you have any questions regarding our comments, please call Niko Letunic, Environmental Planner on my staff, at (415) 749-5170.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ellen Garvey', with a long horizontal flourish extending to the right.

Ellen Garvey
Air Pollution Control Officer

EG:NL

cc: BAAQMD Director Randy Attaway
BAAQMD Director Donald Gage
BAAQMD Director Jerry Hill
BAAQMD Director Trixie Johnson
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May 9, 1997

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and Highway Agency

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Executive Director

William F. Herr
Deputy Executive Director

Ms. Marie L. Pang
Environmental Manager
Peninsula Corridor Joint Powers Board
1250 San Carlos Ave.
P.O. Box 3006
San Carlos, CA 94070-1306

Dear Ms. Pang:

MTC staff has reviewed the Peninsula Corridor Joint Powers Board's Draft Environmental Impact Statement/Report (DEIS/DEIR) for the CalTrain San Francisco Downtown Extension (DTX) project and offer the following comments:

- Although the DEIS indicates near-term financing would not be sufficient to construct the DTX, we see benefit to the JPB identifying a locally preferred extension alternative for future implementation.
- We agree with the financial analysis in terms of the funding availability and timing of funds for the DTX.
- The DTX finance plan hinges on local and regional revenue sources that are somewhat problematic and will remain so after an FEIS is completed. There may, however, be related fundable components of the project that would potentially use federal funding, and therefore require federal environmental clearance. The JPB would need to define these fundable components before MTC could consider additional federal grant funding to complete the FEIS.
- Alternatively, the JPB could chose to finalize the EIR with local funds according to California Environmental Quality Act (CEQA) statutes. The DTX and its project components would not, however, be eligible for future federal funding.
- The immediate needs for CalTrain are for the system upgrades mentioned in the DEIS (e.g. track and signal upgrades, parking expansion).
- We encourage the JPB to consider how the system upgrades can best address existing and developing corridor transit markets and provide system integration with BART, Muni and Santa Clara Valley Transportation Authority.

Ms. Marie Pang
5/9/97
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If you have any questions regarding these comments, please call Doug Kimsey of our staff at (510) 464-7794.

Sincerely,

A handwritten signature in black ink, appearing to read 'W. Hein', with a stylized flourish at the end.

William F. Hein
Deputy Executive Director

cc: Commissioners Griffin, Baker, Rubin, Hsieh, McCown, Beall

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

*Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park • Millbrae
Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside*

May 9, 1997

Peninsula Corridor Joint Powers Board
1250 San Carlos Avenue
San Carlos, CA 94070-1306

Attention: Chair Emilio Cruz

Subject: CalTrain San Francisco Downtown Extension Project DEIS/DEIR


Dear Chair Cruz:

The C/CAG Board reviewed the CalTrain San Francisco Downtown Extension Project DEIS/DEIR at their meeting of May 8, 1997. The C/CAG Board offers the following comments for the Boards consideration:

- 1- It is suggested that the selection of the locally preferred alternative be completed and the final EIR be generated.
- 2- Electrification of the system should be considered as part of the downtown extension project. This would provide air quality and maintenance benefits.

The C/CAG Board would also like to thank Marie Pang for the presentation on the study. The Peninsula Corridor Joint Powers Boards' consideration of these comments is appreciated. If there are any questions' please contact Richard Napier at 415 599-1420.

Regards,


Patrick Kelly
Chair

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AC Transit

1600 Franklin Street
Oakland, CA 94612
(510) 891-4733
Fax: (510) 891-4724

FAX TRANSMISSION COVER SHEET

Date: May 12, 1997
To: Pam Welte
Fax: (415) 508-7938
Re: CalTrain San Francisco Downtown Extension Project Conceptual Design and Draft EIS/EIR
Sender: Anne Fudge, Executive Assistant

YOU SHOULD RECEIVE 61 PAGE(S), INCLUDING THIS COVER SHEET. IF
YOU DO NOT RECEIVE ALL THE PAGES, PLEASE CALL (510) 891-4733

Per our conversation, the following are AC Transit's comments on the above referenced project.

May 12, 1997

Mr. Emilio Cruz
Chairperson
Peninsula Corridor Joint Powers Board
1250 San Carlos Avenue
P.O. Box 3006
San Carlos, CA 94070-1306

RE: COMMENTS ON DRAFT ENVIRONMENTAL IMPACT STATEMENT/DRAFT ENVIRONMENTAL IMPACT REPORT FOR PROPOSED CALTRAIN SAN FRANCISCO DOWNTOWN EXTENSION PROJECT FEDERAL TRANSIT ADMINISTRATION - U.S. DOT PENINSULA CORRIDOR JOINT POWERS BOARD

Dear Mr. Cruz:

I. INTRODUCTORY COMMENTS

These comments on the Draft Environmental Impact Statement/Draft Environmental Impact Report ("DEIS/R") for the proposed CalTrain San Francisco Downtown Extension Project ("Project") are submitted by the Alameda-Contra Costa Transit District ("District").

A. Purposes of These Comments

The primary purpose of these comments is to ensure that adequate information and a sufficient degree of analysis is contained in the DEIS/R to inform the public and the decision-makers of the environmental consequences of the proposed project. In this case, the DEIS/R fails to provide adequate information for the reasons described in detail below. In addition, these comments are provided to inform the Peninsula Joint Powers Board ("JPB") and the Federal Transit Administration - U.S. DOT:

1. of the District's concerns about the adequacy of the DEIS/R with respect to its disclosure and analysis of potentially significant impacts on the District's operations and service as a result of the demolition of the Transbay Terminal. While the DEIS/R acknowledges that the demolition of the Terminal will have significant impacts on transit services, the document fails to adequately disclose all of the potential significant impacts to the District's existing bus service operations at the Transbay Terminal.

1600 Franklin Street, Oakland, California 94612

Mr. Emilio Cruz

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2. of the significant and significant unavoidable impacts to the District that are omitted from discussion and analysis in the DEIS/R.
3. of the District's concerns about the proposed mitigation measures.
4. of additional, feasible project-related and cumulative mitigation measures which could reduce or eliminate impacts to the District.
5. that City and County of San Francisco is improperly relying on the DEIS/R for its adoption of a locally preferred alternative which would prematurely "surplus" the existing Transbay Terminal.
6. that the project has been improperly segmented and an appropriate lead agency must be identified to prepare adequate environmental analysis of the whole project (including the Bay Bridge retrofit and proposed Redevelopment Plan for the transbay area).

B. Summary of General Concerns

The proposed project will significantly impact the District's service, but fails to adequately analyze or address these impacts. The proposed project has the potential to significantly impact transit services currently operating out of the Transbay Terminal. The District is a primary user of the Transbay Terminal. Of the approximate 31,000 daily transit boardings that occur at the Transbay Terminal, approximately 9,000 occur on the District's system on 35 existing routes (32 routes during peak commute periods). In addition, the District is the only mass transit provider from the East Bay, thus impacting the amount of traffic which otherwise would result in additional single occupancy vehicles on the Bay Bridge. Under a number of alternatives discussed in the DEIS/R, the District would be displaced from the Transbay Terminal without adequate consideration of the impacts to the District, its patrons, additional traffic on the Bay Bridge and without any guarantee that an acceptable replacement facility will be provided in a timely manner.

The DEIS/R does not adequately address the proposed mitigation measures. Although the DEIS/R identifies a number of mitigation measures in Chapter 6, it does not analyze the impacts associated with these mitigation measures. The document instead acknowledges that it does not attempt to determine if the mitigation measures it proposes are feasible. (DEIS/R at page 6-3) The mitigation measures identified in the DEIS/R do not conform to the revised Transbay Terminal alternatives which have recently been considered and endorsed by the San Francisco Redevelopment Agency, Planning

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Commission, Citizens Advisory Commission, and the Board of Supervisor's Economic Development Transportation and Technology Committee.

The City appears to be relying on the DEIS/R for its adoption of an alternative site for the District's services. The District's concern that the DEIS/R fails to adequately address the project's likely impacts to transit service is heightened by the City and County of San Francisco's ("City") apparent reliance on the DEIS/R for its selection of a locally preferred Transbay Bus Terminal Project.

On May 6, 1997, the Board of Supervisors' Economic Development Transportation and Technology Committee (the Committee) approved the referral to the Board, at its May 12th meeting, a proposed resolution on the selection of a locally preferred Transbay Bus Terminal Project. The City's Planning Commission, Redevelopment Agency and Citizens Advisory Committee have already "adopted" the locally preferred alternative which would construct a new Transbay Terminal at the Main/Beale South location. It is unclear how bus service would be provided under the City's locally preferred alternative. (See Attachment A hereto, Planning Commission Staff Memorandum, March 6, 1997 and Planning Commission Resolution).

In any case, by selecting (adopting) the locally preferred alternative for the bus facility, the City has already decided that the Transbay Terminal would be used for some other land use without benefit of any environmental review document.

The DEIS/R fails to adequately analyze the City's locally preferred alternative for a new bus facility. It is clear from reviewing the DEIS/R that it will not satisfy CEQA requirements for the City's adoption of a locally preferred alternative. Indeed, the City's Staff Memo (Attachment A) states:

"The JPB document only examines those terminal alternatives considered by the City last spring and does not reflect the refinements the City has made in the intervening period. The JPB document should provide significant environmental coverage for the City's bus facility, but some additional environmental review may be required depending on the definition of the ultimate solution."

The DEIS/R discloses its limitations as an environmental review document for the bus facility and land use alternatives in the following disclaimer:

"This description and evaluation [of replacement mitigation options] are provided within various practical constraints. On the one hand, the potential

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The City's "adoption" of a locally preferred alternative is premature since no adequate environmental review document has been certified for that project. In stark contrast to the City's process of selecting a locally preferred alternative without benefit of any environmental review document, a principle purpose of the DEIS/R is to enable the JPB to select the locally preferred alternative. According to a handout at the April 16, 1997 hearing on the DEIS/R:

It is premature for the City to foreclose replacement bus terminal options without adequate environmental review. Further, it is not proper for the JPB to select a locally preferred alternative without fully addressing the impacts of the proposed CalTrain project on transit.

"The need for consensus in alternative modification or replacement strategies for the Transbay Terminal exists even without the proposed CalTrain Extension Project." DEIS/R at page 6-1.

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The District agrees that it is critical that a plan be developed for a replacement or reconstructed Transbay Terminal with or without the CalTrain project. The City is currently the lead agency for the proposed Transbay Area Redevelopment project. The JPB and U.S. DOT are the lead agencies for the CalTrain project. Caltrans is the lead agency for the Bay Bridge retrofit project.

The DEIS/R states at page S-24:

"The California Department of Transportation (Caltrans) is the current owner of the Transbay Terminal and of the site at Main and Beale streets identified as a possible location for a replacement bus facility. The final decisions regarding who will pay for and construct a new bus facility, and which option will be implemented, are unresolved. It is anticipated that Caltrans will make these decisions, with input from transit operators, the JPB, and the City and County of San Francisco."

The DEIS/R states that should a replacement bus facility be built on a site other than the current Transbay Terminal, demolition of the Transbay Terminal would be delayed until the new bus facility were built. The DEIS/R further defers to the City for a funding source for the replacement or reconstructed bus facility.

The result is a piecemeal approach to the environmental and funding analyses for these related projects. The District believes that a lead agency (or joint federal/state/local) lead agencies should be selected to develop a single environmental review document for all of these related projects prior to action on any one of the projects.

II. DETAILED COMMENTS ON ADEQUACY OF DEIS/R

The treatment of bus facility alternatives as "mitigation" measures instead of as an impact analysis renders the analysis of these facility options inadequate. Our detailed concerns about the DEIS/R follow.

A. The DEIS/R Contains an Inadequate Project Description

The DEIS/R is inadequate because it fails to describe the proposed project accurately and completely. One of the most basic and important requirements of both CEQA and NEPA is that an EIS/R contain an adequate description of the proposed project. As one court put it, "[a]n accurate, stable and finite project description is the sine qua non

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of an informative and legally sufficient EIR." County of Inyo v. City of Los Angeles, 71 Cal.App.3d 185, 192-193 (1977). "Project" is defined in section 15378(a) of the CEQA Guidelines as "the whole of an action, which has a potential for resulting in a physical change in the environment, directly or ultimately. . . ." For purposes of conducting environmental review, the lead agency should define the project broadly to ensure a complete analysis of impacts resulting from future expansion or continuation of the initial aspects or phases of the project. Laurel Heights Improvement Assn v. Regents of University of California, 47 Cal.3d 376, 396 (1988). In addition, the project description must contain a general description of the project's technical, economic, and environmental characteristics. CEQA Guidelines section 15124(c).

The DEIS/R's description of the project omits information that is key to an adequate evaluation of project-related and cumulative impacts. Specific information missing from the DEIS/R includes but is not limited to the following:

1. The DEIR Fails to Address the Whole Project

The DEIS/R is inadequate because it improperly segments the project and fails to analyze the environmental impacts associated with the whole project in at least three major respects. First, the Transbay Terminal was constructed in 1939 as part of the Bay Bridge Project. See Attachment C. The only reference to the Bay Bridge retrofit project provides a noteworthy link between the two projects:

"The California Department of Transportation (Caltrans) is currently designing, as part of its seismic retrofit program, a new replacement ramp for the I-80 automobile off-ramp to Fremont Street...Caltrans is also evaluating the need to seismically retrofit or replace the current bus ramps to the Transbay Terminal building, and the JPB has been working with Caltrans and the City/County of San Francisco on this review." DEIS/R at page 6-68.

The 1939 Engineering Report on the proposed San Francisco Terminal Location for Proposed Interurban Service Between San Francisco and the East Bay Over the San Francisco-Oakland Bay Bridge, evaluated a number of locations for the Transbay Terminal, including at Main and Beale Streets. It is worth noting that in 1939, the Main-Beale location was rejected because of its distance from the center of traffic, lack of expansion potential and being generally inadequate to handle the peak traffic. See Attachment D.

Second, the City is currently considering a number of land use alternatives for the Transbay Terminal area. Specifically, the City has released a Notice of Preparation

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for the proposed Transbay Redevelopment Plan for the Transbay area. See Attachment D, District's comments on Scope of Work, dated February 6, 1997. The Transbay Terminal is a key component of the Redevelopment Plan area. Yet, the DEIS/R does not address this related land use project:

"Further, no attempt is made in this document to define or provide environmental impact assessment for any of the various site development or related land use proposals which could be advanced in concert with the new transit terminal facilities, or to qualify alternative joint development or other funding/financing strategies. These site specific development proposals are left to the sponsors of any such future projects." DEIS/R at page 6-2 to 6-3.

Third, replacement of the bus facility should be included in the project description. The DEIS/R states that the project will be postponed until a replacement bus facility is completed, if the Transbay Terminal is no longer to be used for this use. This is clearly a "phase" of the project whether the Terminal is reconstructed for bus use or a new facility is built.

By defining the bus facility component as a mitigation measure to the project, the DEIS/R fails to adequately disclose or analyze the impacts of the bus facility alternatives.

As noted above, "project" is defined in section 15378(a) of the CEQA Guidelines as "the whole of an action, which has a potential for resulting in a physical change in the environment, directly or ultimately. . . ." Courts have interpreted this definition to mean that "[a] public agency is not permitted to subdivide a single project into smaller individual subprojects in order to avoid the responsibility of considering the environmental impact of the project as a whole." Orinda Assn v. Board of Supervisors, 182 Cal.App.3d 1145, 1171 (1986). The term "project" is to be interpreted broadly to maximize protection of the environment and ensure "that environmental considerations do not become submerged by chopping a large project into many little ones, each with a potential impact on the environment, which cumulatively may have disastrous consequences." San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus, 27 Cal.App.4th 713, 730 (1994) (quoting Bozung v. Local Agency Formation Com., 13 Cal.3d 263, 283-84 (1975), Burbank-Glendale-Pasadena Airport Authority v. Hensler, 233 Cal.App.3d 577, 592 (1991)). The EIR must treat all reasonably foreseeable related future projects as part of the project for purposes of conducting an environmental analysis. Laurel Heights Improvement Assn., 47 Cal.3d at 396 (1988).

Hence the DEIS/R must include an analysis of the environmental impacts associated with these related components of the whole project because these projects comprise an integral and entirely foreseeable element of the overall project.

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If, in the alternative, the related Bay Bridge and Transbay Area Redevelopment projects are not treated as part of the JPB project for the purposes of analyzing project impacts, they must be treated as a related project and thoroughly analyzed in the cumulative impacts section of the DEIS/R (which they are not).

2. The DEIS/R Falls to Adequately and Completely Describe Proposed Uses and Activities of the New Facilities

At the foundation of an adequate impact analysis is a complete and stable description of the proposed project and mitigation alternatives, including the uses and activities proposed for the new facilities. In this case, the DEIS/R does not describe numerous key aspects of the project in sufficient detail to allow proper identification and analysis of potentially significant impacts. Examples of key omissions include, but are not limited to, the following:

- The DEIS/R describes a different project at the Main-Beale South site than is currently preferred by the City. Key differences include the structures height, layout, uses (including retail in the current proposal), bus storage as well as other key differences that may alter environmental impacts of the bus facility "mitigation" component of the project. The description of this preferred alternative should be reconciled with the City's current proposal and a revised analysis of impacts prepared
- The DEIS/R fails to provide complete project descriptions for the bus facility alternatives. For example, the DEIS/R states: "Midday storage for AC Transit buses would not be provided on new aerial bus ramps but would instead be provided at a remote surface lot. Possible locations include Seventh and Townsend (if the new CalTrain storage yard is located at this site) or Seventh and Sixteenth streets, east or west of I-280 (if this site is selected for the new CalTrain storage yard)." Also, "In the event not all of AC Transit's midday storage needs can be accommodated in the final design of the bus ramps and/or bus facility, AC Transit would be required to deadhead buses to either another site or to bus divisions in the East Bay. Non-revenue miles and deadhead costs would increase accordingly." DEIS/R at page 6-19.

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Absent a complete description of the mitigation alternatives for bus facilities, impact and mitigation discussions cannot be complete.

B. The DEIS/R Contains Inadequate Setting Information

Also critical to the adequacy of an environmental document is beginning the analysis of impacts with a complete and accurate description of the project setting. A DEIS/R must include a description of the environment in the vicinity of the project, as it exists before the commencement of the project, from both a local and regional perspective. CEQA Guidelines section 15125; see 40 C.F.R. section 15021.15. This requirement derives from the principle that "[k]nowledge of the regional setting is critical to the assessment of environmental impacts." *Id.* Lacking an adequate description of a project's environmental setting, it is "impossible for the [EIR] to accurately assess the impacts the project [would] have on wildlife and wildlife habitat or to determine appropriate mitigation measures for those impacts." San Joaquin Raptor, 27 Cal.App.4th at 722 (quoting with approval argument made by the challengers of the EIR).

The DEIR's treatment of the project's environmental setting fails to discuss surrounding land uses adequately and on- and off-site environmental resources that might be affected by the project. These and other omissions render the DEIS/R inadequate because without adequate setting information, the DEIS/R cannot fully assess the environmental impacts associated with the project. If impact analyses are based on an incomplete, out-dated or inaccurate setting information, the results of those analyses cannot be accurate. Further, failure to consider the project's entire environmental setting leads to a lack of analysis of impacts in those omitted areas.

The setting sections portray an incomplete picture of the local and regional setting. Examples include the following:

1. Land Use in the Vicinity of the Project

The DEIS/R describes "Anticipated Changes in San Francisco Employment by District." DEIS/R at page 1-16. However, according to the DEIS/R:

"It should be noted that the ABAG projections assume gradual in-fill development in the vicinity of the Transbay Terminal (within District C-3 East), but do not assume any upgrade to the Terminal or an extension of CalTrain into this area. Either improvement could result in greater development or increased clustering of development in this area beyond what

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is currently projected by ABAG, and may produce a different balance of employment concentration."

Not only does the DEIS/R fail to adequately describe existing land uses in the area, but it fails to describe foreseeable land uses based on the proposed Transbay Redevelopment project proposed by the City. Without this information, the DEIS/R cannot accurately predict the project-related and cumulative impacts associated with the project. Moreover, this information may be crucial to selecting the environmentally superior alternative.

2. Key Information Concerning the District's Service

Table 3.1-6 at page 3-11 provides limited information about the District's existing bus service to and from the Transbay Terminal. Information provided is limited to peak headways and boardings and alightings for average weekday ridership. No information is provided for peak ridership, weekend ridership or load factors for peak periods. Moreover, the DEIS/R appears to understate the District's ridership; 8,500 passengers understates ridership by at least 500 passengers.

In other cases the environmental setting information provided in the DEIS/R could be key to determining appropriate mitigation for transit impacts. For example, the DEIS/R states that: "In the event not all of AC Transit's midday storage needs can be accommodated in the final design of the bus ramps and/or bus facility, AC Transit would be required to deadhead buses to either another site or to bus divisions in the East Bay. Non-revenue miles and deadhead costs would increase accordingly." DEIS/R at page 6-19. However, there is no setting information at all about the District's East Bay operations or potential deadhead sites in the East Bay.

C. The DEIR's Analysis of Environmental Impacts Prevents Informed Decision-making By Obfuscating and Understating the True Extent of Project-Related and Cumulative Impacts

Critical to the environmental analysis is the determination of significant environmental effect. The Guidelines define the term "significant effect on the environment" as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance" (CEQA Guidelines, section 15382; Pub. Resources Code, section 21068). Moreover, CEQA requires that the project setting be defined as "existing physical conditions" to allow comparison of future conditions that would result from the project.

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In judging the sufficiency of an EIR, the focus is on adequacy, completeness and a good faith effort at full disclosure. The document should provide a sufficient degree of analysis to allow decision-makers to make intelligent judgments. CEQA Guidelines section 15151. A number of court decisions have developed criteria for determining what constitutes a "reasonable" effort to analyze a project's potential impacts. See e.g., Kings County Farm Bureau v. City of Hanford, 221 Cal.App. 3d 692 (1990), wherein the court emphasizes that an EIR must support with rigorous analysis and substantial evidence the conclusion that environmental impacts will be insignificant.

In this case, the DEIS/R lacks support for many of its conclusions and violates CEQA's fundamental principal that even if an EIR concludes that an impact is insignificant, it must provide "facts and analysis" so that the public can understand and evaluate its conclusions. Laurel Heights Improvement Assn., 47 Cal.3d at 404. Specifically, the DEIS/R does not identify any transit impacts as Significant Unavoidable. Surprisingly, there are also numerous transit and transit related impacts that the DEIS/R declares will be insignificant without providing sufficient evidence or analysis to support that conclusion.

Courts have not hesitated to overturn certification of an EIR where the EIR presents unsupported conclusions regarding a project's impact on the environment. For example, in Santiago County Water District v. County of Orange, 118 Cal.App.3d 818, 831 (1981), the court found inadequate an EIR's unsupported conclusions regarding a mining project's impact on water service. Similarly, in Mountain Lion Coalition v. California Fish & Game Commission, 214 Cal.App.3d 1043, 1051-52 (1989), the court held that an EIR's mere reference to a population model predicting that no significant long-term impact to wildlife would result from a proposed mountain lion hunt, did not explain how it reached its conclusion. See also Whitman v. Board of Supervisors, 88 Cal.App.3d 397, 411 (1979), quoting, People v. County of Kern, 39 Cal.App.3d at 841-42 (cumulative impacts analysis of drilling project violated CEQA where analysis was "unsupported by empirical or experimental data, scientific authorities, or explanatory information of any kind . . .").

Like the EIRs in Santiago County Water District and Mountain Lion Coalition, the DEIS/R for the proposed project fails to provide facts or analysis to support many of its conclusions, and therefore fails to provide a realistic assessment of the various alternatives' impacts on bus service and operations.

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1. Inadequate Thresholds of Significance for Transit (Bus Service) Result in the DEIS/R Failure to Identify Significant Impacts to Transit

The DEIS/R fails to provide adequate thresholds of significance for the likely range of transit impacts. The threshold for transit contained in the DEIS/R is:

"A significant impact would occur if regional transit accessibility was substantially impaired. No single, quantitative threshold exists." DEIS/R at page 9-2.

CEQA requires that all public agencies adopt by ordinance, resolution, rule or regulation, objectives, criteria, and procedures for the evaluation of projects and the preparation of environmental impact reports and negative declarations. Pub. Resources Code section 21082. CEQA thus provides agencies with authority to adopt standards for determining whether a given impact is or is not "significant," commonly referred to as standards or thresholds of significance:

"The 'threshold of significance' for a given environmental effect is simply that level at which the Lead Agency finds the effects of the project to be significant. 'Threshold of significance' can be defined as [a] quantitative or qualitative standard, or set of criteria, pursuant to which the significance of a given environmental effect may be determined." (OPR, Thresholds of Significance: Criteria for Defining Environmental Significance (CEQA Technical Advice Series, September 1994, page 4).

Absent specified thresholds for a full range of potentially significant transit impacts, the DEIS/R conclusions regarding the significance of impacts to transit appear arbitrary and unsupported by evidence. A revised DEIS/R should contain thresholds of significance related to transit developed in cooperation with the District and other transit providers. Thresholds should include: bus capacity thresholds, thresholds for unacceptable delays in service related to increased traffic congestion or additional time required to complete the trip, and impacts to facilities, among other thresholds. Thresholds of significance for unacceptable delays, capacity conditions and costs should be quantified where feasible (e.g. If additional traffic from the project plus cumulative projects affects the on-time performance of affected bus Lines or increases dead-heading time. On time performance is "affected" when buses on a route are consistently delayed by (X) minutes or more;

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additional buses are required on any route to maintain on-time performance; or larger buses are required on any route to accommodate riders.) These thresholds should be used in determining whether significant impacts will occur to the Districts service, operations and/or facilities.

2. The DEIR Fails to Identify and/or Understates Potentially Significant Impacts to the District's Services and Operations

The DEIS/R summarizes impacts to transit service as follows:

"6.3.5 Transit Impacts Summary: In terms of operating costs and efficiency, the New Surface Bus Facility at the Main-Beale Site (Option C) has the greatest and most adverse long-term impacts on transit services, followed by Option D. Under Option C, AC Transit would experience considerable increase in operating expenses, with annual increases in costs estimated at \$1.14 million for Option C and \$1.89 million for Option C2. Although this represents less than one percent of the District's 1994 total operating budget, any cost impacts are important for a district that has been reducing service in recent years due to budget constraints. ..." DEIS/R at page 6-24.

Even though the DEIS/R acknowledges there could be impacts to transit during construction phases or as a result of increased/decreased ridership, there is no analysis of transit impacts beyond the assumptions regarding increased operating expenses based on increased travel time from the various sites. According to the DEIS/R:

"With demolition of the Transbay Terminal and terminal loop ramp, AC Transit would lose its direct grade-separated connection to its downtown San Francisco bus terminal, making necessary the use of the First Street or Fremont Street ramps that lead to the surface street system. In the absence of a functionally equivalent replacement bus terminal, this surface street operation would have substantial operating cost impacts to AC Transit due to increased travel times...If mitigation could be applied to avoid this impact on AC Transit operations, extending CalTrain to a terminal used by AC Transit would encourage transfers from CalTrain to AC Transit buses, thereby increasing AC Transit bus ridership." DEIS/R at page 5-56.

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The DEIS/R must provide an analysis of these potentially significant impacts, including service and headways delays. Moreover, information should be provided concerning existing load factors on the District's bus lines and the likely impacts to those load factors (increased or decreased) as a result of the project. For example, what would be the likely increase in load factors on the District's bus lines from the location of CalTrain at a terminal used by District buses? Without this analysis, the DEIS/R is inadequate for informed decision-making.

3. The DEIR Falls to Identify and/or Understates Potentially Significant Impacts During the Construction Period to the District's Services and Operations

The DEIS/R states:

"Impacts to transit during construction would be due to partial street closures and increases in heavy trucks on city streets. Buses running on surface streets would be subject to the same traffic delays and congestion described below for vehicular traffic. An additional construction impact would be the relocation of AC Transit buses to a nearby surface storage lot at Folsom and Fremont Streets." DEIS/R at page 5-85.

The DEIS/R contains a general description of the construction period impacts. Conclusions are reached about the impacts to District such as the following:

"Construction could also cause delays in transit service due to construction vehicles and partial closure of streets, although any potential delays are estimated to be relatively minor and temporary." DEIS/R at page 6-70 Note: temporary means at least during the five year construction period for the terminal.

The DEIS/R estimates that there would be an additional 7,200 revenue hours per year during the duration of the temporary (five year) relocation to a surface location, and this travel time could "negatively affect AC Transit patronage during construction." DEIS/R at page 6-70. However, there is no attempt to quantify the impact to the District of reduced patronage or to provide information that supports this impact as being insignificant. Nor is this impact identified as significant and unavoidable:

While the DEIS/R acknowledges that there would be construction impacts related to noise, air quality, visual and traffic, none of these impacts are found to be

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significant. Yet, there is no quantification of these impacts and no data to support the contention they are insignificant. For example, the DEIS/R states with respect to construction noise:

"Construction noise can vary greatly depending on the construction process, type, and condition of equipment used, and layout of the construction site. Many of these factors are traditionally left to the contractor's discretion, which makes it difficult to accurately estimate levels of construction noise." DEIS/R at page 6-75.

A revised DEIS/R must analyze project-related and cumulative construction impacts on the District's service and operations. Conclusory statements are insufficient.

4. The DEIS/R Fails to Identify and/or Understates Potentially Significant Economic and Social Impacts to the District

The DEIS/R contains general information about the social and economic impacts to businesses that would be relocated as a result of the implementation of the alternatives. However, there is no discussion of the social or economic impacts to the District. Such impacts include but are not limited to:

- costs of relocating District operations temporarily or permanently to another site;
- costs of deadheading buses as far away as the East Bay under some of the scenarios presented in the DEIS/R;
- costs, congestion and operational difficulties associated with operating on the street;
- costs of the new facilities;
- costs of public relations to inform the public of changes in service;
- to the other costs associated with the alternatives;
- and potential losses in ridership or accessibility problems for the riders with a corresponding impact on the Bay Bridge commute, e.g. increase in single vehicle occupancies, increased air pollution, etc.

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According to the Financial Analysis section of the DEIS/R, the "plan assumes that an independent funding plan for replacing the Transbay Terminal will be developed by the City of San Francisco, consistent with the City's current planning." DEIS/R at page 12-2. Cost estimates contained in the DEIS/R do not include the cost of a replacement bus facility. These are key impacts of the project which must be analyzed.

5. The DEIS/R Fails to Analyze Growth Inducing Impacts of the Project

The discussion of growth inducing impacts fails to "analyze" such likely impacts even though the DEIS/R acknowledges that growth is likely to be induced by the project:

"It should be noted that the ABAG projections assume gradual in-fill development in the vicinity of the Transbay Terminal (within District C-3 East), but do not assume any upgrade to the Terminal or an extension of CalTrain into this area. Either improvement could result in greater development or increased clustering of development in this area beyond what is currently projected by ABAG, and may produce a different balance of employment concentration." DEIS/R at page 1-16. emphasis added.

A lead agency is not permitted to assume that growth induced by a project is necessarily beneficial or of little environmental consequence. Analysis of the likely growth inducing impacts of the project must be completed. In this case, the DEIS/R should be revised to include such an analysis of the likely changes that could be fostered by the project (e.g. development on adjacent parcels that may be different from anticipated or proposed development and the extent to which that change may in turn lead to impacts.) Such impacts may included increased transit ridership.

The DEIS/R must consider the impacts which the City of San Francisco forecasts for the project area in its Transbay Area Plan. Although this Area Plan is the subject of an EIR (which raises the issue of piecemeal analysis of the environmental impacts of the projects) it projects the most recent viewpoints of the City for the development of this area with a new terminal (although the City is relying on the CalTrain EIR to address the environmental consequences of the bus terminal alternatives - which at this point are admittedly out of date in the CalTrain DEIS/R).

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6. The Project's Cumulative Impacts are Not Analyzed.

The DEIS/R is inadequate because it fails to take the cumulative effects of the proposed project fully into account.

The CEQA Guidelines require EIRs to discuss the significant cumulative impacts produced by the proposed project in conjunction with other closely related past, present, or reasonably foreseeable future projects. San Joaquin Raptor, 27 Cal.App.4th at 739 (1994). The Guidelines define "cumulative impacts" as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." CEQA Guidelines sections 15355 and 15130. A cumulative impacts analysis must "reflect the severity of the impacts and their likelihood of occurrence." Id. "[A]n adequate cumulative analysis requires a list of projects producing related or cumulative impacts." San Franciscans for Reasonable Growth v. City and County of San Francisco, 151 Cal.App.3d 61, 73, (1984).

In this case, the DEIS/R relies on the regional land use forecasts by ABAG for 2010, and assumes transportation improvement programmed within this same time frame. It is noteworthy that the DEIS/R previously indicated that the ABAG projections did not assume: "any upgrade to the Terminal or an extension of CalTrain into this area." Also according to the DEIS/R, "[e]ither improvement could result in greater development or increased clustering of development in this area beyond what is currently projected by ABAG, and may produce a different balance of employment concentration." The point of a cumulative analysis is to analyze the likely potential that two or more individual effects when considered together are significant or which compound other environmental effects. Since the DEIS/R does not identify foreseeable projects (e.g. the Redevelopment of the Transbay area, Bay Bridge retrofit project, foreseeable increased clustering of development in the area, etc.) the discussion of cumulative impacts is deficient (note: there is no analysis of cumulative impacts whatsoever. Only a description of why the lead agencies believe such an analysis is not required.)

An example of a likely significant cumulative impact is construction period impacts. The DEIS/R finds that such impacts will be temporary and therefore insignificant despite the 5+ year construction period for the project. DEIS/R at page 9-7. It is likely that a number of projects not foreseen and excluded from the ABAG projection for the area will occur over the same period of time as the project. A revised DEIS/R must analyze the construction impacts to transit as a result of a revised list of likely cumulative projects, including on ridership/bus capacity, delays and the like. It is insufficient to state that such "temporary impacts" are insignificant where no analysis has been performed.

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Another example is the likely increase in ridership if the Terminal remains at the Transbay site and development increases in the vicinity. A revised DEIS/R must be prepared which adequately addresses the likely significant impacts on transit facilities and operations as a result of the project alternatives. Potentially significant impacts to transit include, but are not limited to, increased demand for service generated by new development as a result of the project, loss of facilities and cost of replacement facilities, impacts in cost and time of increased congestion on bus operations, potential loss in ridership due to relocating the Terminal to an inconvenient or less convenient location and impacts to pedestrian access to transit. The analysis provided in the DEIS/R is conclusory in nature and fails to evaluate the impacts at an adequate level of detail to make an informed choice regarding the bus terminal component of the project.

The DEIS/R also fails to analyze the effect of decreased ridership.

D. The DEIS/R Fails to Clearly Identify Significant and Unavoidable Significant Effects

A draft EIR must describe those significant adverse environmental impacts that cannot be avoided because there are no feasible mitigation measures or because feasible measures cannot mitigate the impacts to a less than significant level. It is impossible to tell from the impact discussions contained in the DEIS/R related to transit impacts which impacts are significant but mitigated and those that are unavoidable significant impacts. In part this is a result of the lack of adequate thresholds of significance to guide the impact discussions. In addition, the discussions fails to state whether an impact is considered to significant or insignificant. For example, the DEIS/R discussion of transit impacts fails to describe the disposition of the impacts:

"6.3.5 Transit Impacts Summary: In terms of operating costs and efficiency, the New Surface Bus Facility at the Main-Beale Site (Option C) has the greatest and most adverse long-term impacts on transit services, followed by Option D. Under Option C, AC Transit would experience considerable increase in operating expenses, with annual increases in costs estimated at \$1.14 million for Option C and \$1.89 million for Option C2. Although this represents less than one percent of the District's 1994 total operating budget, any cost impacts are important for a district that has been reducing service in recent years due to budget constraints. ..." DEIS/R at page 6-24.

It would appear from this discussion that impacts of the project on the District are considered to be significant. However, no mitigation measures are proposed for these

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impacts. The brief section (less than a page) listing unavoidable significant adverse effects fails to identify any impacts to transit as significant and unavoidable for any of the project alternatives. See page 9-5, section 9.2.

A revised DEIS/R should be prepared which applies adequate thresholds of significance to potential transit impacts and identifies those impacts as significant and mitigatable or significant and unavoidable.

E. The DEIS/R Omits Feasible Mitigation Measures and Falls to State the Efficacy of Many of the Proposed Measures to Reduce Project Impacts

Under CEQA, "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects ...". Public Resource Code section 21002. Consequently, an EIR must identify feasible measures to mitigate significant environmental impacts identified in the EIR. CEQA Guidelines section 15126(c). An EIR's environmental analysis may not conclude that environmental impacts have been mitigated below the level of significance while at the same time deferring the study and selection of mitigation measures. Sundstrom v. County of Mendocino, 202 Cal.App.3d 296, 306-07 (1988). In other words, an EIR may only conclude that an impact is insignificant if it contains an analysis of the magnitude of the impacts and the degree to which they will be mitigated. Sundstrom stands for the proposition that a lack of evidence without investigation is not a relevant criterion for concluding that no impact exists. In general, CEQA requires that all mitigation measures must be adopted with or prior to project approval. A deferral of a mitigation measure (e.g. preparation of a future plan or study) is allowed only when an agency commits itself and/or a project proponent to satisfying performance standards or criteria that will ensure the avoidance of any significant effects.

The DEIS/R discussions of mitigation measures do not comport with either CEQA or case law in several respects, including the following:

1. The DEIS/R Fails to Identify Feasible Mitigation Measures That Are Capable of Reducing or Eliminating Project-Related and Cumulative Impacts

Because the DEIS/R fails to properly identify significant impacts to transit, it also fails to include mitigation measures that are capable of reducing or eliminating project-related and cumulative impacts. For example, the DEIS/R fails to discuss the implications for the District of relocating either permanently or temporarily out of the Transbay Terminal.

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This is considered to be a significant impact both in terms of disruption of service and cost by the District. In addition, the relocation to a more remote site may result in reduced ridership. Mitigation for these potentially significant impacts would include, but not be limited to:

- Payment of relocation costs to the District.
- Jointly sponsored public relations campaign to inform the public of the temporary and/or permanent changes to transit service in the area.
- Development of a construction phasing program in cooperation with other projects and service providers so that impacts to transit service and operations are minimized.
- early identification of the funding for a replacement or reconstructed transit terminal.
- Other measures as necessary to ensure interruptions and delays to transit service as a result of congestion in the area are minimized (e.g. street signage, limited access to automobiles, etc.)

2. The DEIR Fails to State the Efficacy of Proposed Mitigation Measures to Reduce Significant Impacts to Transit

Impacts to transit is not identified as a significant unavoidable impact of the project. However, it is not clear what mitigation measures are relied on in the DEIS/R to reach this conclusion. For example, there are no mitigation measures listed in Section 6.0 for impacts to transit as a result of increased traffic, construction impacts, growth inducing impacts, displacements, and the like. Mitigation measures that are identified are vague and no indication is provided about their efficacy in reducing impacts (See e.g. page 6-36, Mitigation 6.8-2 for displaced businesses.). Many impacts, such as construction related impacts to the District, are not quantified and are conclusory in nature. In these cases, the DEIS/R fails to identify any mitigation measures even though feasible measures exist (e.g. construction phasing programs, etc.).

E. The DEIR's Alternatives Analysis is Seriously Flawed

The DEIR fails to provide a complete description of the alternatives to the proposed project. The most noteworthy example is the City's current preferred alternative. Most importantly, it fails to provide the information necessary to make a meaningful

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assessment and comparison of the available alternatives. To satisfy the requirements of CEQA, an alternatives analysis must provide enough concrete information about and analysis of feasible alternatives to permit a "meaningful evaluation, analysis, and comparison with the proposed project." CEQA Guidelines section 15126(d)(3). The California Supreme Court has explained that "[a]n EIR must include detail sufficient to enable those who did not participate in its preparation to understand and to consider meaningfully the issues raised by the proposed project." Laurel Heights Improvement Assn., 47 Cal.3d at 405. The court also noted that an EIR's discussion of alternatives "must be specific enough to permit informed decision making and public participation." Id. at 406.

The DEIS/R for this project should provide both the decision-makers and the public a full opportunity to analyze and understand the environmental repercussions of the project alternatives. The DEIR fails to provide sufficient information on key issues in a manner that reveals the full implications of the various alternatives. Meaningful analysis and comparison of the alternatives and the project is, therefore, not possible. See Kings County Farm Bureau v. City of Hanford, 221 Cal.App.3d 692 (1990) (absence within EIR of comparative data regarding water consumption under the two scenarios rendered analysis of the natural gas alternative incomplete and precluded meaningful consideration of natural gas alternative). See also San Joaquin Raptor, 27 Cal.App.4th at 737 (an EIR must explain why each alternative "either does not satisfy the goals of the proposed project, does not offer substantial environmental advantages or cannot be accomplished"). The DEIS/R should include an expanded discussion of the transit mitigation alternatives including an expanded description of each alternative, and analysis and comparative data for each alternative sufficient to support an informed comparison of the mitigation alternatives. A matrix comparing the impacts of each of the alternatives to each other must be provided in a revised DEIS/R. Also, the DEIS/R fails to identify the environmentally superior alternative.

III. THE DEIS/R SHOULD BE REVISED AND RECIRCULATED

Both CEQA and NEPA contain provisions setting forth the circumstances under which environmental impact statements and reports must be supplemented and recirculated. The provisions of both acts are similar. Section 15088.5 of the CEQA Guidelines describes the circumstances requiring recirculation of a DEIR in pertinent part:

15088.5 Recirculation of an EIR Prior to Certification

- (a) A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the

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(1) A new substantial environmental impact would result from the project or form a new mitigation measure proposed to be implemented;

(2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance;

(3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project's proponents decline to adopt it;

(4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

Based on all of the above-outlined reasons, a revised draft EIR is required because the DEIS/R is so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment are precluded.

IV. MISCELLANEOUS COMMENTS

In addition to the above comments, Attachment F contains additional changes which need to be made to the DEIS/R.

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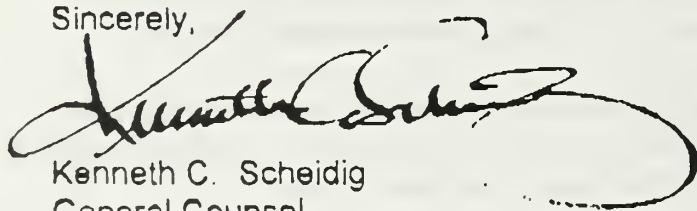
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V. CLOSING COMMENTS

For all of the above-outlined reasons, the District requests that:

- The JPB and U.S. DOT coordinate with other lead agencies for the related components of the project and revise the project description to encompass the whole project. A new lead agency or agencies should be selected jointly by the U.S. DOT, Caltrans, JPB, City and any other agency involved in the project.
- A revised DEIS/R should be completed which adequately addresses the whole project including the bus facility alternatives.
- Selection of a locally preferred alternative should be postponed until these actions have been completed.
- Provide a complete analysis of the impact of the proposed project on the District's operators and services, and mitigation measures.

Sincerely,



Kenneth C. Scheidig
General Counsel

KCS/af

Board of Directors

Sharon D. Banks

Jim Gleich

Kay Van Sickle

The Honorable Willie Brown

The San Francisco Board of Supervisors

California Transportation Commission

RECEIVED
JUN 10 1964

Attachment A

Location

Location

Dept. Charge

Fax #

Telephone #

Fax #

Telephone #

Comments

Original
Disposition☐ Destroy☐ Return☐ Call for pickup

PLANNING DEPARTMENT

City and County of San Francisco 1660 Mission Street San Francisco, CA 94103-2414

(415) 558-6378

PLANNING COMMISSION
FAX: 558-6409

ADMINISTRATION
FAX: 558-6426

CURRENT PLANNING/ZONING
FAX: 558-6487

LONG RANGE PLANNING
FAX: 558-6436

MEMORANDUM

DATE: March 6, 1997
TO: Members, City Planning Commission
FROM: Gerald Green, Planning Director
RE: Transbay Bus Terminal -- Outline of Alternatives
HEARING DATE: March 13, 1997
STAFF CONTACT: Larry Badiner, Transbay Project Manager (558-6350)
REVIEWED BY: Susana Montana
ACTION REQUESTED: Adoption of a Resolution Recommending that Main/Beale South be Designated as the Locally Preferred Bus Transit Alternative, Approving the Transit Program, and Recommending that the Mayor and the Board of Supervisors Pursue Financing/Implementation of this Alternative and Establishment of a Joint Powers Agreement (JPA).

SUMMARY

This report reviews the principal alternatives for relocating existing bus operations from the Transbay Terminal to the Main/Beale site, and recommends that the Main/Beale South Alternative be designated as the Locally Preferred Alternative for environmental review purposes.

On January 16, 1997, the City Planning Commission held an informational presentation on the status of the Transit Terminal Alternatives presenting the alternatives and the program. Subsequently, Planning and Redevelopment Agency staff, and their consultants have responded to transit operator concerns. Staff and the consultants have also met with the operators, MTC, Caltrans and other interested parties to refine the operations and construction costs and have developed a financial plan. The Mayor's Office has been working with representatives of Caltrans, the operators and MTC to develop a funding package and to develop an action plan to move the process forward. Consensus has built around the Main/Beale South alternative, due to its ability to meet current and future needs, minimize cost, minimize crossing of streets, minimize urban design impacts and maximize joint development opportunities. On February 19, 1997, the Transbay Citizens Advisory Committee (CAC) endorsed the Main/Beale South Alternative.

The Transbay project has two interdependent components: a land use plan for development of the area and a transit component focused on future accommodation of regional bus services currently serving downtown San Francisco through the Terminal. The Planning Commission adopted a Preliminary Plan and endorsed the Transbay Concept Plan in October 1996. The land use team and the CAC are working together to refine the concept and resolve outstanding issues. This report

Attachment A

construction on the existing site, or new construction at a Main/Beale site. Subsequent to the Planning, Redevelopment, and Public Transportation Commissions recommended construction of a new regional transit terminal at the Main/Beale site. In March 1996, Mayor Brown and the Board of Supervisors acted to support this site.

In the intervening months, subsequent phases of this work have proceeded. Further study of the Main/Beale site, including interagency meetings and four operator workshops, has been conducted

by the Planning Department, the Redevelopment Agency, and their consultants (DMJM/Keating and Kwan-Henmi). The following criteria have been key in the development of alternatives:

- accommodation of existing and future transit needs;
- connectivity to workplaces, other destinations, and transit services;
- minimization of construction costs;
- minimization of increases in operating costs for transit service providers;
- optimization of funding opportunities for capital and operating costs;
- separation of transit operations from congested auto-oriented streets;
- consolidation of Muni's Transbay and Stewart/Mission terminal functions; and
- creation of pedestrian-friendly terminal development (supporting the Transbay Concept Plan).

PROGRAM

The following program is identified for bus transit operations under a relocated Transbay Terminal:

- AC Transit needs have been reduced from 30 to 16 berths, with 40-80 midday storage spaces
- Muni now requires 14 to 20 layover berths, to consolidate the existing Transbay Terminal needs and a portion of the Steuart Street layover facility.
- Greyhound requires 11 berths.
- Golden Gate Transit and SamTrans needs remain constant and can be met on the street.

ALTERNATIVES

Three alternatives are under consideration: Main/Beale South, Main/Beale North and Beale/Main Surface. In each case, Muni, SamTrans, and Golden Gate Transit would continue to use city streets, but some services would be relocated to Main and Beale Streets. Each alternative includes a consolidated, Main/Beale Muni terminal with transit lanes on Main and Beale. Under this revised scheme, the Stuart facility would no longer be used and some Muni bus routes would terminate at the Ferry Building. Most Muni lines would be consolidated at the new regional transit facility, improving connections between Muni and regional carriers, an objective identified in both the Downtown Plan and the Transportation Element of the *San Francisco General Plan*. Passenger loading and unloading would occur at curbside and Muni buses would layover in an interior surface facility.

The transit alternatives with a regional bus terminal (Main/Beale South and Main/Beale North) would have a bus deck over Muni's layover facility which would primarily be used by AC Transit and Greyhound. Single-level, 45-foot wide, elevated bus ramps would provide direct connections to and from the Bay Bridge. The Main/Beale South terminal is emerging as the preferred alternative due to construction costs (approximately \$118 million), flexibility to accommodate future bus expansion, ability to link to a potential CalTrain terminal, and potential for joint development opportunities. Furthermore, it would avoid the negative impacts of building over Howard Street encountered in the Main/Beale North alternative.

The details of the specific alternatives now being considered are as follows:

- **Alternative 1 - Main/Beale South:** Encompasses the development of a two-story terminal in the Howard/Beale/Folsom/Main block and includes Muni layover, retail on the ground floor, AC and Greyhound bus bay loading on the second story, lobby space on Howard and Folsom Streets and ramps on the second floor for direct access to the Bay Bridge. It is estimated that this alternative would cost \$118 million (including land assembly and rebuilding of bus and auto ramps, plus an additional \$15 million to demolish the old terminal building) for the first phase and

would provide opportunities for expansion of bus services (e.g., to a third floor or by moving Grayhound service to an adjacent surface terminal). There are four phases for developing this alternative: a stand alone facility described above (Phase 1); relocation of Grayhound to a surface facility (Phase 2A) or to a third floor to accommodate major growth in bus service (Phase 2B); the development of a pedestrian bridge link to a gateway area and the future CalTrain station at the existing Transbay site (Phase 3); and joint development of the gateway parcel (Phase 4). On school days, AC Transit requires 40 midday bus storage spaces, which could be met within the terminal during the non-peak period. For non-school days, when the buses are not needed for school service, the additional 40 buses could be stored beneath I-80 between Third and Fourth Streets. AC Transit has passed a resolution stating that, if remaining in the existing Transbay Terminal is not possible, that the Main/Beale South alternative is its preferred solution, desiring to be a financial partner in the project, opposing any surface solution on a permanent or an interim basis, and recommending that the existing Transbay Terminal be used as an interim terminal.

- Alternative 2 - Main/Beale North: Involves the development of a two-story terminal 1/3 block closer to Market Street than Alternative 1, but proposes two bus bridges across Howard Street that would present visual barriers. This alternative would cost an estimated \$131 million (including land assembly and rebuilding of bus and auto ramps, plus an additional \$15 million to demolish the old terminal building) and does not meet AC Transit's operational needs, since it has expressed a desire to operate 16 buses and there are only 9 bus berths under constrained conditions, i.e., space for staging would be limited, requiring establishment of a first-in first-out queuing order.
- Alternative 3 - Beale/Main Surface: Proposes the operation of AC Transit and Muni routes on the Beale/Main couplet. AC buses would drop-off and pick up passengers on Beale and circulate back to the Bay Bridge, layover or go to storage via Main. Muni would provide drop-off locations south on Main, layover in the block bounded by Howard/Beale/Folsom/Main and return, picking-up passengers north on Beale in a contra-flow lane to Market. AC Transit would layover in the block located directly west of Muni. A variant would place AC on the Fremont/Beale couplet. Golden Gate Transit would continue to drop off passengers on First (a.m. peak) and pick up passengers on Fremont (p.m. peak). This surface alternative would cost an estimated \$84 million, (including land assembly and rebuilding of bus ramps, plus an additional \$15 million to demolish the old terminal building), and would increase AC operating costs; increase bus volumes on Beale, Mission and Main; and produce conflicts between buses and between buses and pedestrians. In addition, it requires three parcels, using land resources that could be better devoted to other uses.

A surface alternative would have AC Transit and Greyhound join Muni and other providers in operating on Main and Beale Streets. This alternative would have lower construction costs, but would result in substantial increases in transit operating costs and presently, does not seem to be optimal as a long-term solution. A flexible strategy would be to aggressively pursue funding for a terminal alternative, while developing a surface alternative that accommodates transit on surface streets until a new terminal is finished. A second alternative would be to do a minimal retrofit of the existing terminal for the short-term interim period while a new terminal is constructed.

FINANCING PLAN

A financing plan is currently being formulated by the Mayor's Office, in conjunction with Caltrans,

AC Transit and MTC. Elements of the financing plan may include Caltrans seismic retrofit funds, the proceeds from excess land sales, Redevelopment Tax Increment Funds, ISTEA Federal Funds, and revenue bonds supported by operator and retail sales. At this time, specific details of the plan are being negotiated.

CALTRAIN ISSUES

Simultaneous with the studies of a new regional bus terminal, the Joint Powers Board (JPB) has been examining an extension of CalTrain service to an underground terminal at the existing Transbay site. Since this proposal would displace the existing terminal, environmental work for the extension project has examined terminal alternatives as mitigation for its impacts. The CalTrain Extension DEIS/EIR is expected to be released in March 1997; however, due to time commitments, the JPB document only examines those terminal alternatives considered by the City last spring and does not reflect the refinements the City has made in the intervening period. The JPB document should provide significant environmental coverage for the City's bus facility, but some additional environmental review may be required depending on the definition of the ultimate solution. ✓

The DEIS/EIR for the CalTrain Extension continues to consider bus terminal options at the existing Transbay site. In addition, JPB staff has added a proposal to develop a surface-level transit terminal at the current Transbay site. Staff continues to detail the Main/Beale alternatives, as directed by the Mayor's Office and the Board of Supervisors.

STAFF RECOMMENDATION

The Main/Beale South Alternative is the preferred alternative because it:

- It meets current transit needs and is expandable to meet future needs.
- It consolidates local, regional and inter-city buses on one site, promoting good transit connections and efficient use of land resources.
- It achieves a \$30 million cost reduction from previous schemes.
- It promotes good urban design in the Transbay area, with no building coverage of streets, a single level bus ramp adjacent to the Fremont auto ramp, and a north-south orientation encouraging development to expand southward.
- It surrounds ground level bus facilities with retail and lobby functions, and creates joint development opportunities.
- It separates transit vehicles from the auto congested First and Fremont Streets

The Transbay Team is seeking a formal recommendation from the Commission for the Main/Beale South Alternative to be the Locally Preferred Alternative, recommending the terminal building program, recommending that the Board of Supervisors and the Mayor's Office pursue funding alternatives and implementation of the project, including environmental review, the designation of a City agency to pursue engineering and construction of the terminal, and the formation of a Joint Powers Authority to operate the terminal.

Attachments: Transbay 2020 Regional Transit Facility Review Copy
Draft Resolution

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CITY PLANNING COMMISSION

RESOLUTION NO.

RECOMMENDING THAT THE MAIN/BEALE SOUTH BUS TERMINAL ALTERNATIVE BE SELECTED AS THE PREFERRED ALTERNATIVE FOR THE CITY'S TRANSBAY BUS TERMINAL PLAN FOR THE PURPOSES OF PURSUING FINANCING FOR THE PROJECT, COMPLETING THE ENVIRONMENTAL REVIEW, COORDINATING WITH CALTRANS, REGIONAL OPERATORS AND THE METROPOLITAN TRANSPORTATION COMMISSION, DESIGNATING AN IMPLEMENTATION AGENCY, ESTABLISHING A JOINT POWERS AGREEMENT AND COMPLETING FINAL ENGINEERING WORK ON THE PROJECT.

WHEREAS, Following the October 1989 Loma Prieta Earthquake, the Office of the State Architect concluded that the Transbay Transit Terminal Building needed substantial upgrades to meet current seismic and other fire, life and safety codes; and

WHEREAS, These proposed life safety improvements did not address the long-term transit needs and goals of the Transbay Terminal or improvements to the Bay Bridge access ramps; and,

WHEREAS, Preliminary studies of the ramps indicate that they also need costly seismic replacement; and

WHEREAS, On March 23, 1993, the San Francisco Board of Supervisors (Board), at the request of the Mayor, unanimously passed a resolution requesting that Caltrans work with the City to study alternatives to rehabilitation of the Transbay Terminal and reconstruction of the nearby Terminal Separator Structure; and

WHEREAS, The City Planning Commission, the Redevelopment Agency and the Public Transportation Commission have each passed resolutions recommending construction of a new regional transit terminal at the Main/Beale site (Planning Resolution No. 14018); and

WHEREAS, On March 6, 1996, Board of Supervisors Resolution No. 200-96 endorsed these resolutions, and directed the Planning Department to continue studying terminal alternatives; and

WHEREAS, In March 1996, the Mayor endorsed the Main/Beale site; and

WHEREAS, On October 1996, the Planning Commission adopted a Preliminary Plan and endorsed the Transbay Concept Plan; and

WHEREAS, The Joint Powers Board (JPB) has been preparing an Environmental Impact Study on the implications of extending CalTrain to a terminal downtown, at the same sites that the Transbay Bus Terminal is being further studied; and

WHEREAS, In Fall 1996, staff at the Redevelopment Agency and the Planning

Department engaged consultants in the development of a program and set of conceptual alternatives for a new Transbay Bus Terminal, a process that included the study of numerous terminal and surface alternatives and four all-day workshops with the regional transit operators presently serving the existing Transbay Terminal or areas in the immediate vicinity; and

WHEREAS, Recent work on the Transbay Bus Terminal Plan has been closely coordinated with Caltrans, the Metropolitan Transportation Commission (MTC), regional operators and a Citizens Advisory Committee (CAC); and

WHEREAS, AC Transit passed Resolution No. 984 on February 12, 1997, expressing its support of the Main/Beale South Alternative if it is not possible to continue operations at the existing Transbay Terminal; expressing the desire to be a Terminal financial partner and opposing any surface alternatives as an interim or permanent solution; and proposing that the existing Transbay Terminal be used as the interim terminal; and

WHEREAS, On February 19, 1997, the CAC endorsed the Main/Beale South Alternative; and

WHEREAS, The Main/Beale South Alternative meets current and future bus needs, provides opportunities for expansion of bus services, has a positive impact on the continuation of bus services and the availability of downtown street space, maintains comparable bus routing lengths (current levels of vehicle miles traveled and turnaround times for operators), is estimated to cost \$132 million in its first phase, allows for a phased process of development of the site, and allows for joint development.

NOW, THEREFORE BE IT RESOLVED, That the Planning Commission of the City and County of San Francisco recommends to the Mayor and the Board of Supervisors that the Main/Beale South Alternative be designated the Locally Preferred Alternative for the purposes of environmental review; and

BE IT FURTHER RESOLVED, That the Planning Department recommends that the City pursue financing for the project; and

BE IT FURTHER RESOLVED, That the Planning Commission recommends that the City continue to coordinate planning with the regional operators, Caltrans and MTC; and

BE IT FURTHER RESOLVED, That the Planning Commission recommends that the City designate an implementing agency for the project; and

BE IT FURTHER RESOLVED, That the Planning Commission recommends that the City formulate a Joint Powers Agreement (JPA), consisting of representatives of the City, interested operators and others as appropriate, for operation of the facility; and

BE IT FURTHER RESOLVED, That the Planning Commission recommends that the City

pursue final engineering for the facility, based on the program identified in the Main/Beale South Alternative and the Transbay 2020 Regional Transit Terminal Project.

N:\TRANSBY\CPRES.397

Decision Checklist

1 Townsend Alignment Option

☐ TOWNSEND, CENTER

☐ TOWNSEND, SOUTH SIDE

☐ TOWNSEND, SOUTH SUBWAY

2 Mined Tunnel Alignment

☐ LONG RADIUS

☐ MEDIUM RADIUS

☐ SHORT RADIUS

3 Bus Terminal Design

☐ MAIN/BEALE TERMINAL

☐ TRANSBAY SHORT & MEDIUM

☐ MAIN/BEALE SURFACE

☐ TRANSBAY SURFACE

4 Train Storage Yard Location

☐ 16TH/OWENS

☐ 7TH/TOWNSEND

5 Locomotive Propulsion

☐ DUAL-MODE LOCOMOTIVES

☐ DUAL-MODE POWER TRAILERS

☐ FULL SYSTEM ELECTRIFICATION

With the release of the DEIS/DEIR, the next step in the environmental review process will be to select the locally preferred alternative for the proposed CalTrain extension.

The locally preferred alternative (LPA) will represent the proposed project in the Final EIS/EIR. The JPB has organized the process of selecting the LPA into five key decisions. Presented below.

Please use this workbook to indicate (check) your preference related to each decision.

We would like to collect these at the end of the night!



EXTENDING CALTRAIN TO DOWNTOWN SAN FRANCISCO

Attachment B

NOV 18 1941

III. FACILITY ANALYSIS

Building Description

The Transbay Transit Terminal (TTT) building was designed by the State of California, Department of Public Works in 1937-38. Construction was completed in 1939. The Terminal is part of the San Francisco-Oakland Bay Bridge by legislative decision. The building was designed and operated as a rail terminal. Southern Pacific Railroad service ran until 1941, and the Sacramento Northern stopped service shortly thereafter. The Bay Area Key service ran until 1958. By October 1959, rail services ceased and the Terminal was converted for bus use.

The Transbay Transit Terminal, has become a regional major commuter bus terminal used by a number of public and private operators. Golden Gate Bridge Highway & Transportation District (GGBHTD) provides service to Marin and Sonoma Counties; A.C. Transit serves Alameda and Contra Costa Counties, and SAMTRANS (San Mateo County Transit District) provides service to San Mateo County. The San Francisco Municipal Railway (MUNI) links travelers utilizing the Transbay Transit Terminal to destinations elsewhere in the City. AMTRAK provides bus service between its train terminal in Oakland and downtown San Francisco at the Transbay Transit Terminal. Greyhound and Gray Line Tours also serve the San Francisco bay area from the Terminal. In addition, several private tour operators use the Terminal facilities during off-peak commute hours.

2. Interior Pedestrian Circulation. Existing pedestrian patterns for users/commuters do not work well. The construction of offices at the east unit blocked off required exiting. The construction of A.C. Transit, AMTRAK, Travelers Aid and Greyhound block main circulation paths. The interior of the TTT has become a commuter labyrinth and users maze.
3. The Demographics of Surrounding Area has Changed. The financial district of downtown San Francisco has grown southward towards Mission Street. Land values have radically escalated upwards. Suddenly, the Terminal is surrounded by high priced real estate.
4. Building Security. The physical size of the TTT and numbers of commuters/users require enormous security resources to provide a safe environment. The Terminal has become a magnet for attracting many different elements of our society. The interface between the homeless/unemployed and the transit commuter continue to cause security problems.

Recommendations - Short Term (5 to 15 years):

The minimum recommended project to be constructed would require all items listed on Cost Projections For Budget Purposes (Categories I, II, III and additions). Any renovation or revitalizing project which had less would not meet current building codes or standard levels of public acceptance. The funding provided in Category I of \$29,974.750 will be insufficient to construct a minimum short term project. CalTrans needs to augment the present available funds upwards. An accurate cost estimate will be made at the end of schematic design phase.

If additional funding cannot be made available, the short term success of this project cannot be assured. The funding summary located in Cost Projections For Budget Purposes, of this report lists work items and their respective priority. Fire/Life Safety work items would receive the first priority. This means that asbestos allotment, fire protection/sprinklers, fire exiting, seismic improvements and elevators/handicap access compliance would be required to be constructed first. The costs of these items uses the majority of Category I funding. OSA priority items 2, 3 and 4 are essential to the success of the project. Priority item 5 while certainly beneficial is not essential for a successful project. OSA strongly recommends a project which includes priorities 1 through 4. This renovation project will result in an vastly improved facility and insure that the Transbay Transit Terminal remains the center of bus transit interface in the downtown San Francisco area. We recommend that the renovation project proceed as outlined in this report.

Recommendations - Long Term (15 - 50 years):

With the renovation work as proposed in this study, the TTT will comply with current codes and interior circulation and function will be dramatically improved. However, the short term solution does not address broader transportation issues. The Office of the State Architect (OSA) recommends that CalTrans undertake steps to plan adequately for the longer term future of the Terminal. A master plan needs to be completed, which should clarify the goals and objectives for bus interface at the Terminal.

Presently there is no clear direction or plan. A master plan would confirm and refine strategies presented in December 1981, Final Report - Regional Transit Terminal Facility San Francisco, prepared for San Francisco Bay Area Transportation Terminal Authority by PBQ&D Inc./SOM. OSA believes that Strategy No. 4 of this report would be the correct direction from a long term perspective.

CalTrans needs to develop adequate access from the Terminal to Southbound 80/101, instead of using city streets. This would need to be a separate and future project.

The Office of the State Architect (OSA) believes that the renovation project, as proposed, is an interim solution to bus interface functions for downtown San Francisco. If funding were available, the best interest of the public would be served by the demolition of the existing facility and its replacement with a new terminal. This approach would require a six to ten year period of planning, design and construction. What form this new facility takes would be determined in future studies.

It is also true that there is no clear direction or single unifying master plan for all transit entities in the greater San Francisco Bay region. Long range transit planning is extremely difficult and complex. All Bay Area transportation-related agencies and government bodies must work together to coordinate long range planning. CalTrans should act positively by pursuing a master plan of facilities under its own control.

REPORT ON SAN FRANCISCO TERMINAL
FOR INTERURBAN SERVICE ACROSS SAN FRANCISCO-OAKLAND BAY BRIDGE.

I. Introduction

a. This report is confined to the San Francisco section of the San Francisco-Oakland Bay Bridge interurban project involving the San Francisco terminal location. General reference will be made only to those other portions of the entire project having a bearing on the San Francisco section.

II. General.

a. Factors involved in the selection of a San Francisco terminal.

1. The greatest amount of service to the public, consistent with the public's ability to pay for that service.

2. Project must be self-liquidating, and capital investment must be such that it can be amortized by reasonable tolls.

3. Average weighted walking distances to the San Francisco down town area from the terminal location.

4. Effect on congestion of San Francisco local pedestrian, street car, and motor vehicle traffic.

5. Interference with motor vehicle traffic to and from the San Francisco-Oakland Bay Bridge.

6. Street car access for Municipal and Market Street Railway lines.

7. Adequacy of terminal for present and future transbay interurban travel.

8. Flexibility of terminal with respect to future extension of interurban service, or direct connections with a future rapid transit system serving the City and County of San Francisco when the growth and development of the community justifies it.

9. Effect on down town San Francisco business and property.

10. Net time saving to interurban travelers, as influenced by terminal location.

III. Financial considerations.

a. It is conceded that the California Toll Bridge Authority must secure the financing for the entire project if interurban service is to be provided across the San Francisco-Oakland Bay Bridge.

b. Financing of project as a whole includes, in addition to the San Francisco section:

PLAN "G"

Description. This plan is a single station stub with six tracks and three platforms located between First and Second Streets, Minna and Natoma Streets. Estimated cost of San Francisco section complete, \$4,098,000.00.

This plan was rejected because of the general inadequacy of a stub terminal, and inadequate approach. Location is good.

PLAN "H"

Description. This is a single station plan, almost identical with that of Plan "G", and at the same location, with longer approach viaduct provided in order to develop better grade and operating conditions into the terminal. Estimated cost of San Francisco section complete, \$4,565,000.00.

It was rejected for the same general reasons as Plan "G".

PLAN "I"

Description. This is a single station stub terminal across Beale and Main Streets, and located in the center of the block between Howard and Mission Streets, with approach viaducts from west to east. Estimated cost of San Francisco section complete, \$4,058,000.00. This plan was rejected as being too far from the center of traffic, as having no possibility of future extension, and being generally inadequate to handle the peak traffic.

PLAN "J"

Description. This is a single station stub terminal over First Street, Fremont Street, and extending to Beale Street between Minna and Natoma Streets, six tracks, three platforms, with approach from west to east. Estimated cost of San Francisco section complete, \$3,772,000.00.

This plan was rejected because it was inadequate for present traffic, and presented no chance for future extension.

PLAN "K"

Description. This plan is a single station terminal (stub) located over First, between Minna and Natoma Streets, with approach viaduct from west to east. Estimated cost of San Francisco section complete, \$3,657,000.00.

6. In order to arrive at the total time required for interurban passengers to travel from their point of origin in San Francisco to their point of destination in the East Bay, analysis has been made of the operating time schedule of trains, as compared with present ferry service. This analysis includes not only train operating times, but also average walking and street car times from the center of traffic in San Francisco to terminal location. These have been plotted as a percent of total interurban traffic arriving at East Bay destination by minutes of time from center of traffic in San Francisco, both for present ferry service and proposed interurban passenger operations across the bridge. This analysis is to assist in predicting the stimulation to interurban travel through time saving when the bridge is open to interurban service.

VI. San Francisco Terminal Locations Studied.

a. Studies of possible locations for an interurban terminal in San Francisco have been comprehensive. It is obvious at the outset that the territory north of Market Street is not adapted to any feasible terminal location, even though the center of origin of interurban travel is located in the vicinity of Sutter and Kearny Streets. The topography, the acute angle which all streets have with relation to Market Street, high property values throughout, and the fact that the bridge lands

Summary of reasons for selection of Plan "X" location:

The through terminal permits of great expansion in traffic, without additional capital investment. This is the only location where a through type terminal can be built without considerable additional capital investment. Plan "X" permits of future extension up town. This location can be connected with a city rapid transit system connecting with all sections of San Francisco and the peninsula. Location "X" is the one adequate terminal which we estimate can be amortized under R.F.C. financing, the same as the bridge. Location "X" delivers the commuter close to the weighted average commuter traffic center. This location is 1,500 feet closer to the weighted average commuter traffic center than the present Ferry Building. This location also lends itself to a practical connection with the local street car service in San Francisco. Terminal at this location was discussed with the two interurban operating companies, and accepted by them as satisfactory.

Attachment E

VIA FACSIMILE AND U.S. MAIL

February 6, 1997

Mr. Stanley I. Muraoka
EIR Program Administrator
San Francisco Redevelopment Agency
770 Golden Gate Avenue
San Francisco, CA 94102

Re: Case Number ER112-96

Dear Mr. Muraoka:

These comments on the proposed scope of work for the Environmental Impact Report ("EIR/DIR") on the proposed Transbay Redevelopment Plan are submitted by the Alameda-Contra Costa Transit District ("District"). The District is extremely interested in the proposed Transbay Redevelopment Plan ("Redevelopment Plan"). Redevelopment of the area, and the Transbay Terminal in specific, will significantly impact the District's existing operations at the Transbay Terminal. Representatives of the District commented at the January 13, 1997 scoping meeting. In addition, District representatives attended the workshops held on January 14 and 15, 1997, before the San Francisco Redevelopment Agency and Planning Commission concerning the proposed alternatives for the Transbay Bus Terminal; a major component of the Redevelopment Plan.

The Redevelopment Plan has the potential to transform this area into a more vibrant urban district attracting a greater number of trips for employment, educational, and recreational purposes. As a major transit operator providing service to the Transbay area, the District is concerned with the anticipated role of transit in serving the more intensive land uses planned for the Transbay area. Of major concern to the District are the likely significant environmental and economic impacts to our current operations at the existing Transbay Terminal.

The Transbay Terminal is a component of the proposed Redevelopment plan as well as the Joint Powers Board (JPB) CalTrain Downtown Extension project ("JPB project"). A DEIR is expected to be released this month concerning the JPB project. Each of the alternatives for the Transbay Terminal addressed in the JPB project DEIR should also be considered in the Redevelopment Plan EIR.

The Transbay Terminal, or any alternative, is a key component of the Redevelopment Plan area. The District believes it is critical that the feasibility of retaining the existing Transbay Terminal as a bus facility or a multi-modal transit facility, as well as all feasible alternatives

Attachment

for relocating the Transbay Terminal to another site, if the current site is not feasible, must be considered in the Redevelopment Plan EIR.

A. Introductory Comments

In preparing these comments on the DEIR scope of work we reviewed a number of relevant documents including the following:

1. The Redevelopment Project NOP and Notice of Scoping Meeting;
2. The proposed alternatives for the Transbay Bus Facility prepared for the San Francisco Redevelopment Agency by DMJM;
3. Transbay 20/20 Concept Plan prepared for the San Francisco Redevelopment Agency by Simon Martin - Vegue Winkelstein Moris, 1996;
4. Transit Terminal Study prepared for the San Francisco Planning Department, November 30, 1993;
5. Transbay Area Plan, Background Data Report prepared for the San Francisco Planning Department, February 27, 1995; and
6. Transbay Area Plan, Land Use Issues and Opportunities, San Francisco Planning Department and Redevelopment Agency, June 1996.

To date, no environmental document has been prepared for any of these plans or studies.

Our detailed comments on the DEIR scope of work are as follows:

B. Detailed Comments on the NOP and EIR Scope of Work

1. The NOP and Notice of Scoping Meeting Provided Insufficient Information Making a Meaningful Response Difficult

The brief, one paragraph description of the project failed to describe the proposed land uses for each major location within the project area. The project description lists a number of land uses that "may be facilitated." It is not possible to determine from the project description the likely uses that would result from project approval.

For example, the project description refers to the "integration of transit facilities with surrounding land uses." There is no way to tell from the project description what this statement means in terms of proposed transit facilities or how it complies with and effectuates the city of San Francisco's "Transit First" policy. A

description of the major uses and ultimate intensity/density of uses within the area proposed by the Redevelopment Plan should have been included in the NOP. Moreover, the description lacks a general description of the project's technical, economic and environmental characteristics, considering the principal engineering proposals if any and supporting public service facilities.

The NOP includes an extremely brief statement of the project's likely environmental effects, but fails to include a number of potentially significant effects including, but not limited to:

- a. Significant impacts to transit facilities and operations as a result of increase traffic congestion and the potential redevelopment and/or relocation of transit facilities.
- b. Increased demand for transit as a result of the intensification of land uses in the area.
- c. Impacts to transit as a result of the potential relocation of District facilities further from the City's financial center.
- d. Impacts to service if project phasing results in removing transit providers from the Transbay Terminal prior to completion of new facilities.
- e. Impact on the City of San Francisco's "Transit First" Policy and how the proposed plan will enable that policy to be carried out.

The lack of sufficient information in the NOP makes it difficult to provide meaningful comments on the EIR scope. A revised NOP with more detailed information concerning the project and its likely impacts would enable the District to provide more detailed comments.

2. The Redevelopment Plan EIR Must Analyze all Feasible Alternatives for the Transbay Terminal and Relocation of the Transbay Terminal

It is not possible to tell from the NOP or the Scoping Meeting Notice whether the EIR is intended to analyze alternative transit uses of the Transbay Terminal. The District believes it is essential for the Redevelopment Plan EIR to evaluate a full range of feasible alternatives for the current Transbay Terminal site and relocation of District and other transit provider facilities.

In its presentation of Transbay Terminal Alternatives to the San Francisco Redevelopment Agency, the Planning Department and its consultants repeatedly

Mr. Stanley I. Muraoka

Re: Case Number ER112-96

February 6, 1997

Page 4

referred to the fact that BART and the Bay Bridge are at capacity and therefore, the need for a bus facility which serves the Bay Bridge corridor is critical. The JPB project includes a number of alternatives for the Transbay Terminal and/or new bus Terminal (as mitigation measures), including but not limited to redevelopment of the existing Transbay Terminal to accommodate Cal Train and the District's bus operations. The Redevelopment EIR must consider each of the alternatives being analyzed in the JPB EIR, as well as other feasible alternatives to ensure the existence of adequate bus service.

A major key to transit is accessibility and proximity to the passenger's destination. The existing Transbay Terminal meets both of these criteria because it is convenient to the city's financial district and provides a hub for a number of transit providers. The EIR should consider whether the relocation of the existing Terminal to another location will affect the use of transit and, if so, how that impact can be mitigated. The feasibility of the continued use of the existing facility also must be considered.

In reviewing the other alternatives presented to the San Francisco Redevelopment Agency and Planning Commission, the District has these comments.

The on-street alternative (both long-term and interim) is infeasible due to the inconvenience to the passengers, higher operating costs (estimated to be over a million dollars), a greater potential for accidents and significantly increased congestion (to the point of complete and total gridlock in the weekday afternoons) on the city's streets. (The presentation to the Redevelopment Agency and the Planning Commission by your consultant included information that the on-street alternative creates a LOS of F at at least five intersections in the area.)

Of the alternatives presented, AC Transit considers the Howard/Beale South alternative is the best of the terminal options. AC Transit opposes the on-street alternative.

Uses that could be combined with a redeveloped Transbay Terminal that could generate revenues should be analyzed as part of a redevelopment alternative since they could help pay for on-going operating and maintenance costs. Such uses could include commercial, retail or residential uses.

3. Significant Impacts to Transit Must be Analyzed For the Project In Its Before, During and After Condition

Implementation of the Redevelopment Plan will greatly increase the intensity of land uses in the Plan area. It is critical that adequate and convenient transit service be maintained to serve the area. Key issues that need to be addressed in the EIR include:

- a. Project Description: A description of proposed changes to transit facilities and service as a result of the alternative plans. Phasing plans and financing for proposed new service and facilities must also be described (e.g., phasing for a new Terminal if the Transbay Terminal is redeveloped or converted to a non-bus facility use).
- b. Project Setting: A description of current transit services and facilities. In addition, the setting section should describe the regional as well as local transit setting. The adequacy of current transit services and facilities should also be documented.
- c. Cumulative Impacts: All other foreseeable projects that have a relationship to the Redevelopment Plan must be listed. Also, the foreseeable demand for transit facilities and services must be addressed.
- d. Significance Thresholds: The lead agency and EIR consultant should develop thresholds of significance related to transit. Such thresholds should be developed in cooperation with the District and other transit providers. Thresholds should be developed related to bus capacity thresholds, delays in service related to increased congestion, and impacts to facilities, among other aspects of the District's operations. These thresholds should be the basis for determining significant impact to transit service and operations.
- e. Impacts to Transit: Increased demand for transit as a result of each Redevelopment Plan alternative must be analyzed, including the relationship to the city's "Transit First" policy. The impacts on transit (both facilities and operations) of each Redevelopment Plan alternative must be disclosed and analyzed. Potentially significant impacts to transit include, but are not limited to, increased demand for service generated by new development; loss of transit facilities (e.g., Terminal and bus stops); impacts (in cost and time) of increased

congestion on bus operations; potential impacts to ridership as a result of relocating the Terminal and/or inconvenient location of new Terminal; and impacts to pedestrian access to transit.

- f. Mitigation Measures: The EIR must identify a full range of feasible mitigation measures capable of reducing or eliminating significant impacts to transit. Such measures may include financing to mitigate for increased costs due to delays or interruptions in service; new transit facilities; and improved pedestrian access to transit services and facilities (e.g., elevated walkways and connectors between buildings).

4. The Project's Likely Significant Impacts to Traffic and Circulation Must be Analyzed

Implementation of the Redevelopment Plan will greatly increase the intensity of land uses in the Plan area. The transportation/circulation impacts of all feasible alternatives must be analyzed.

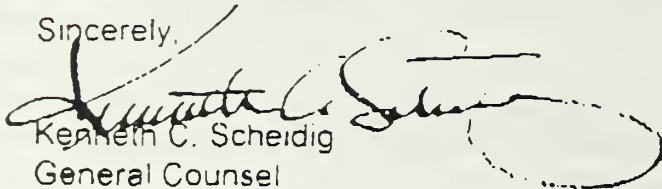
- a. Project Description: A description of proposed changes to the transportation/circulation system as a result of the alternative Plans should be included. Phasing plans and financing for the proposed circulation system must be described.
- b. Project Setting: A complete description of the existing circulation system and traffic conditions must be identified in the EIR, including pedestrian access to transit services and facilities. In addition, the setting section should describe the regional as well as local transportation setting. The adequacy of the current transportation system must be described.
- c. Impacts to the Transportation/Circulation System: Increased demand on the transportation/circulation system as a result of each Redevelopment Plan alternative must be analyzed. To the extent there is increased congestion in the area as a result of new development, the impact on transit must be analyzed.
- d. Mitigation Measures: The EIR must identify a full range of feasible mitigation measures capable of reducing or eliminating significant impacts to transportation and circulation.

C. Concluding Remarks

Mr. Stanley I. Muraoka
Re: Case Number ER112-96
February 6, 1997
Page 7

The District appreciates this opportunity to comment on the scope of work for the Redevelopment Plan EIR. Please include the District in the list of agencies to receive a copy of the draft EIR and any other information provided to the public regarding this project.

Sincerely,



Kenneth C. Scheidig
General Counsel

KCS

cc: Board of Directors
General Manager
AGM-SD&M
AGM-I/E Affairs
San Francisco Planning Commission
Joint Powers Board CalTrain Downtown Extension

Attachment F

MEMORANDUM

DATE May 9, 1997
TO Ken Scheidig
FROM Paul Bignardi, Associate Planner
RE Comments to the Caltrain Downtown Extension DRAFT EIS/EIR

These are the comments I wish to add to AC Transit's formal response to comments on the Caltrain Downtown Extension DEIS/DEIR. If there are any questions, please call me at 4839. Thanks.

Page	Comment
3-9	The current ridership of AC Transit Transbay bus service (May, 1996 and January, 1997 counts) is 9,000 passengers, not 8,500 passengers as is listed. This error which is repeated at other locations in the document, needs to be corrected at all locations. Of 35 existing routes, 32 routes provide service only during peak commute periods, not 27 routes as is listed.

3-10--3-11	Several AC Transit Transbay routes were omitted in Table 3.1-6, and passenger levels on others were incorrect. The omitted routes and their patronage levels were: NH - 371 NL - 632 NZ - 119. The NZ was discontinued in June, 1996, so it does not need to be placed in the table. Additionally, Route T can be removed from the table, as it was discontinued in December, 1996. Route T was replaced by MUNI Route 108, which is not a Transbay route (East Bay to S.F.), but a route that operates between Treasure Island and S.F., so it does impact the Transbay Terminal. The route with an incorrect passenger level was Route: F, which carried 530 passengers and not 280 passengers as listed.
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More recent Transbay passenger counts were completed in January 1997. These figures are enclosed.

S13--S19 1-19 & 6-2--6-24	There is no process explained in the EIS/EIR for the integration of the Caltrain Downtown Extension Project document with the more information and plan specific San Francisco Transbay Area Plan.
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Since these two documents have very different purposes, a detailed plan as to how their findings will be integrated should be prepared.

The Transbay Area Plan is the basis for a separate EIR, which is currently being produced. The Caltrain Downtown Extension EIS/EIR addresses the area currently occupied by the Transbay Terminal, which was built by the State of California in the late 1930's as a transit terminal. The Transbay Area EIR, which is being drafted to assess environmental impacts of the proposed Transbay Area Land Use Plan covers a geographic area of several square blocks in downtown

Attachment

San Francisco, including the area covered by the footprint of the Transbay Terminal.

A major issue in the Caltrain Downtown Extension EIS/EIR is the mitigation measures available to address the demolition of the current terminal structures, as is required to complete the train extension --- in spite of the fact that the current terminal is being used as a bus terminal through which approximately 31,000 passengers travel every working day.

The Transbay Area Plan goes into much greater detail regarding the mitigation measures available to address the demolition of the existing terminal, and it is assumed the EIR for that plan will be equally as detailed. Included in the Transbay Area Plan is the selection of an elevated terminal at a site bounded by Howard, Main, Beale and Folsom Streets (Option A, pg 6-18 in the Caltrain Downtown Extension EIS/EIR) as the "preferred choice" by the City of San Francisco. Much greater levels of detail have been lavished on this site in the Transbay Area Plan than on any of the other alternatives, and a failure to adequately "define" issues, facts, and standards of the other alternatives could result in "Option A" having an unfair advantage over the other options.

No mitigation is sought regarding this issue, but these two documents must be brought into a parallel level of agreement, even if this means more study on the other terminal options to raise them to the level of study performed on "Option A."

- 6-29 The latest traffic figures utilized by the City of San Francisco Planning Department during the increased study of "Option A" as part of the Transbay Area Plan showed that "incident traffic conditions" where traffic flow deteriorates to less than acceptable conditions of level of service (LOS) occur 38% of the time during the evening peak period.
- 10-10 Under the list of technical advisory committee members, AC Transit is listed as "Alameda County Transit". This name is incorrect. The proper name of the agency is "Alameda-Contra Costa Transit"
- 10-14 For consistency, Matt Williams should be listed as a Director of Alameda-Contra Costa Transit , and not Director of "AC Transit"

cc: Kay Van Sickel. AGM Service Development and Marketing
Steve Parry. Manager of Service Development
Ron Downing. Senior Planner

TransBay Bus Passenger Counts

(not counting local East Bay passengers)

January 1997

A	26	N	548
B	142	NF	276
BX	63	NG	255
C	276	NH	356
CB	67	NL	681
CH	386	O	1,087
E	193	OX/OX1	587
F	506	RCV	100
FS	120	RCVX	125
G	310	S	116
H	239	SW	142
KH	51	U	4
L	200	V	516
LA	182	W1	381
LB	231	W2	81
LC	363	Y	55
LX	125	Z	107
		TOTAL	8,914

source: AC Transit Research & Planning
February, 1997

Transbay Transit Terminal Renovation Project

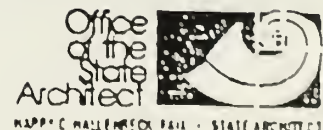
BBT 00-000

Functional and Space Program

April 1992



Attachment C



MAY-12-97 MON 3:43 PM ACTRANSIT-LEGAL

FAX NO. 510 8914724

P. 59



BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street - Lake Merritt Station
P.O. Box 12686
Oakland, CA 94604-2686
Telephone (510) 464-6000

MAY 14 1997

May 12, 1997

Ms. Marie Pang
Environmental Manager
Peninsula Corridor Joint Powers Board
1250 San Carlos Avenue, P.O. Box 3006
San Carlos, CA 94070-1306

MARGARET K. PRYOR
PRESIDENT

JAMES FANG
VICE-PRESIDENT

THOMAS E. MARGRO
GENERAL MANAGER

Subject: CalTrain San Francisco Downtown Extension Project Draft
Environmental Impact Statement (DEIS)/Draft Environmental
Impact Report (DEIR) and the CalTrain Ridership Forecasting
Results Report

Dear Ms. Pang:

DIRECTORS

DAN RICHARD
1ST DISTRICT

JOEL KELLER
2ND DISTRICT

ROY NAKADEGAWA
3RD DISTRICT

MARGARET K. PRYOR
4TH DISTRICT

PETER W. SNYDER
5TH DISTRICT

THOMAS M. BLALOCK
6TH DISTRICT

WILLIE B. KENNEDY
7TH DISTRICT

JAMES FANG
8TH DISTRICT

TOM RADULOVICH
9TH DISTRICT

Thank you for the opportunity to review and comment on the above referenced DEIS/DEIR and Forecasting Report. BART supports improved transit in downtown San Francisco as well along the San Mateo Peninsula. This letter comprises BART staff comments on the documents.

Comments on the DEIS/DEIR are as follows:

- p. S-6 Figure S-1. The document is unclear on whether or not the pedestrian tunnel between the proposed CalTrain terminus and the BART/Muni Embarcadero Station is included in the project. If the tunnel is included in the project, the impacts and construction issues are not discussed. If included in the project, what is the planned interface at the Embarcadero Station? Any development of this tunnel must be coordinated with the Civil/Structural Engineering Department of BART.
- p. 1-1 Please add the full title of BART, which is the San Francisco Bay Area Rapid Transit District.
- p. 1-17 The discussion of travel demand along the Peninsula corridor should also note that BART provides service between Colma and downtown San Francisco and plans to extend service to Millbrae.
- p.3-18 Table 3.1-8: Since SamTrans and BART serve some of the areas listed in the table, the title should state that it represents CalTrain travel times rather than "Transit Travel Times". The Origin and Destination columns should also state the specific origin and destination locations to which the travel times apply. Also please address if the travel times to East Bay destinations contingent on the pedestrian tunnel.

p. 3-30 Table 3.2-5 and the preceding discussion do not state the methodology by which the 2010 conditions were developed. If they were developed in a travel model, a comparison problem may exist since it states that 1993 conditions were based on City of San Francisco Alternatives to Replacement of Embarcadero Freeway on p. 3-24. Were the data developed in a model and did the models use the same assumptions and methodology?

p. 5-1 The discussion of Land Use under Environmental Consequences should confirm that no additional land purchase, easements or other land use impacts will result from the No-Build Alternative and elements of the Build alternative that affect the system beyond the downtown area. Particularly identify any additional land needed for full electrification of the system. More description of the capital improvements under the No-Build scenario in Section 2.2 (such as description of grade crossing improvements) would also be helpful.

p. 5-55 The discussion of BART ridership states that, with the extension, BART ridership would decrease 16% in San Mateo County. Is the 16% decrease expected at each of the stations or is this a county-wide average? Are the transfers between CalTrain and the BART in downtown San Francisco contingent on construction of the pedestrian tunnel?

Is the data source for Table 5.19-3 strictly results from MTC's 1994 Regional Transportation Plan (RTP) or were additional adjustments made to these numbers? The table has numbers of CalTrain patrons transferring to BART at the Millbrae Station that differ significantly from those identified in previous studies. Recognizing that variations of MTC transportation model have been used for transit analyses in this corridor for appropriate reasons under the CEQA and FTA Alternatives Analysis processes, the number of patrons choosing to transfer to/from CalTrain to BART at the Millbrae intermodal station presented in this table are much lower in order of magnitude than has been identified in other studies.

BART/CalTrain transfers were identified for projected daily transit transfers in the year 2010 for the intermodal facility at Millbrae with and without the Downtown San Francisco Extension in the 1996 BART-San Francisco Airport Extension FEIR/FEIS. The BART FEIR/FEIS found that BART would attract 24,100 transfers without the CalTrain downtown extension and 11,800 transfers with the extension, indicating a 50% transfer level to BART rather than the 25% transfers cited in this section.

p. 5-60 Section 5.19.5 should address the impacts of additional pedestrian movements in the future resulting from the No Build scenario and the new Transbay Terminal similar to how pedestrian movement was addressed under existing conditions on page 3-35.

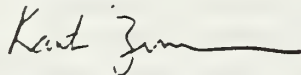
- p. 7-2 Although footnote 4 states that the BART/CalTrain intermodal facility in Millbrae is assumed to cover the 2010 parking deficit, the parking demand should be stated in the table.

BART comments on the Forecasting Results Report are as follows:

- p. 10 Section 1.6.1 states that half the trains from the BART-SFO Extension would go to the new Airport Terminal and half to the Millbrae Station. Was this assumption used in forecasting transfers between CalTrain and BART at Millbrae under either no build or build assumptions? BART-San Francisco Airport Extension FEIR/FEIS, Vol. 1, on p 2-6 states that conceptually, during peak periods two BART trains would serve the Millbrae Avenue Station for approximately every one serving the Airport International Terminal Station.
- p. 12 The report states that "different transfer fare assumptions between BART and CalTrain" were made without stating what the assumptions are. The discussion in Section 1.7 Adjustments Using the San Mateo Countywide Model should be clarified and add more details on the methodology for the adjustments. The last sentence on this page and extending to p. 13 describes the process of adjusting the number of entries and exits under the "adjusted Transbay Terminal Alternative". Was this adjusted Transbay Terminal Alternative based on MTC's RTP or San Mateo County's model?

Should you have any questions on these comments, please do not hesitate to contact me at (510) 287-4863.

Sincerely,



Karita Zimmerman
Manager, Environmental Compliance



GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT

May 7, 1997

9 1997

Ms. Marie L. Pang
Environmental Manager
Peninsula Corridor Joint Powers Board
1250 San Carlos Avenue
San Carlos, CA 94070-1306

Dear Ms. Pang:

Re: Caltrain San Francisco Downtown Extension Project Conceptual Design and
Draft Environmental Impact Statement/Draft Environmental Impact Report
(DEIS/DEIR)

District staff appreciates this opportunity to comment on the above-referenced DEIS/DEIR. District staff supports Peninsula Corridor Joint Powers Board's (JPB) objective for the Caltrain San Francisco Downtown Extension Project (DTX Project) to "enhance connectivity between Caltrain and the other regional transit systems" including Golden Gate Transit (GGT) and for this purpose has participated in the project's technical advisory committee. However this DEIS/DEIR has several shortcomings in describing GGT's current operation and in identifying potential impacts of demolishing and replacing or relocating the existing Transbay Transit Terminal (TTT).

GENERAL COMMENTS

1. Regarding demolition of the existing TTT and provision of a new bus terminal as a mitigating measure of the DTX Project, District staff expressed during the study process concern that technical information prepared for this DEIS/DEIR did not adequately consider GGT operations in the TTT area or fully identify potential impacts to GGT.

District staff requested the DEIS/DEIR assess impacts to GGT for the four TTT design options, based on an evaluation of travel times and operating and maintenance (O&M) costs. This evaluation would allow District staff to consider potential revisions to GGT operations to minimize O&M costs and to maintain schedule reliability and ridership levels.

Although District staff considers the project sponsor responsible to identify all potential impacts, GGT staff, when requested by JPB consultants, provided operating plans for the four TTT design options based on the preliminary information available during preparation of DEIS/DEIR. District staff submitted this information to facilitate a technical evaluation of GGT operations by the JPB consultants. Unfortunately, it appears the sought after assessment was not performed as part of the DEIS/DEIR.

2. To the extent DEIS/DEIR describes current GGT service and projected impacts, the information is cursory, lacking the depth and care of analysis prepared for other transit providers which serve TTT. GGT impacts are generalized as either "minor" or "slight." Justification for this cursory analysis of GGT impacts relies on San Francisco's Transbay Area Plan effort that preceded DEIS/DEIR, according to September 17, 1996 correspondence from Mr. Andrew Nash.

Review of Transbay Area Plan shows this characterization relies on a working paper entitled O&M Cost Estimates, prepared on April 4, 1996. This paper states "The Transbay Area Plan noted that after consultation with GGT staff, it was determined that the effect of any of the Transbay alternatives on GGT revenue vehicle costs would be insignificant." By previous copy to Mr. Andrew Nash of a February 3, 1997 letter to San Francisco Redevelopment Agency (Mr. Walter Yanagita) and past meetings, District staff advised JPB staff of its concern with reliance on this position.

District believes the potential impacts of all transit providers that serve the TTT study area should be thoroughly discussed in DEIS/DEIR. Disclosure of this information will allow District staff to anticipate potential increases in travel times and identify affects to District operating and maintenance costs, service reliability, and patronage. Characterization of GGT impacts as "minor" or "slight" appears unsubstantiated. As such, District requests DEIS/DEIR clearly identify, for each design option, GGT service revisions and GGT impacts with meaningful criteria, such as route miles, travel time, or O&M expenditures.

SPECIFIC COMMENTS

(Page S-9, paragraph 1) Discussion of the proposed new Caltrain underground terminal to the TTT site makes no mention of GGT services in this area.

(Page S-13, paragraph 5, and page 6-7, paragraph 1) GGT's Civic Center service utilizes three bays and two off-street spaces in TTT for layover purposes. Although particulars concerning number of bus bays and midday layover spaces are discussed for other transit providers, DEIS/DEIR simply states, "Some GGT buses could layover in the terminal or at a remote storage site." District requests DEIS/DEIR specify GGT storage and potential layover space within TTT.

(Page 1-9) Effective March 2, 1997, GGT Civic Center service was relocated from Folsom and Howard streets to Mission Street. As noted above, District currently retains use of three bays and two off-street spaces in TTT for layover purposes. Other DEIS/DEIR references (pages 3-12 and 6-25) to GGT's current Civic Center service and operations in TTT should also reflect this revision.

(Page 3-12, paragraph 1) DEIS/DEIR should note that GGT no longer serves the Richmond BART/Amtrak station.

(Page 5-57, paragraph 2) DEIS/DEIR states the demolition of TTT and a new replacement bus terminal would require relocation of GGT bus stops and routes. Document states these revisions in GGT service "are deemed to be minor." As stated above, District staff does not concur and believes DEIS/DEIR should specifically identify impacts on GGT.

(Page 5-57, paragraph 3) District agrees that transfers between GGT and Caltrain could increase following construction of DTX Project. DEIS/DEIR makes no effort to estimate either this transfer activity or any increase in GGT ridership.

OPTION A

(Page S-15 and page 6-5) Tables S-6 and 6.2-1 describe GGT's layover operation as occurring either within TTT, at a remote storage yard, or on-street. GGT currently operates three distinct bus transit services in the TTT study area: Civic Center, Financial District, and Ferry Feeder. These services have different routes, hours of operation, layover, and storage requirements. Generic references to GGT do not accurately reflect total needs of District bus transit services in San Francisco. The study team was provided a copy of April 2, 1997 correspondence to San Francisco Redevelopment Agency (Mr. Walter Yanagita) stating GGT's layover and storage requirements. Table S-6 and Table 6.2-1 do not identify how much or which GGT service is supported. GGT's entire midday storage requirements, for example, will not likely be accommodated on-street. Layover of GGT's Civic Center service could be accommodated within TTT, at a remote storage yard, or on-street if the location is in close proximity to the terminal of revenue service. Specifically, to be effective a remote storage facility should be in close proximity to existing termini of GGT Civic Center, Financial District, and Ferry Feeder services. In addition, District requests Table S-6 and Table 6.2-1 identify the number of GGT bus bays in TTT similarly to the information presented for other transit providers.

(Page S-16, paragraph 4, and page 6-7, paragraph 5) As stated in our August 27, 1996 correspondence to Mr. Andrew Nash, the "Beale-Fremont Pass Through" facility (as illustrated in "Alternatives Considered" Working Paper) directly impacts three GGT Financial District bus stops located on the east curb of Fremont Street between Mission and Natoma streets. In the TTT study area, inbound Financial District buses currently operate on First, Mission, Second, and Folsom streets. Outbound Financial District buses operate either on Main, Market, and Pine to Sansome Street, or on Main, Howard, Fremont, Front, and Pine to Sansome Street. DEIS/DEIR simply states, "GGT buses would operate on Beale and Fremont." DEIS/DEIR does not identify which GGT routes would be affected, what potential negative impacts to GGT operations there might be, or how they might be mitigated.

(Page S-16, paragraph 5, and page 6-7, paragraph 6) Although the bus operating plan discussed for the Beale Bus Mall and Loop option refers to "all buses," it appears (based on current GGT operations in the study area) that District services were not considered.

(Page 6-9, bullet 4) Option A street network modifications call for modification of First Street between Market and Howard streets "to include three mixed-flow southbound traffic lanes...and parking on both sides." This statement does not recognize that GGT currently maintains inbound Financial District bus stops on First Street between Market and Jessie streets, corresponding to approximately 240 feet in curb length. These bus stops primarily serve TTT and facilitate connectivity with other transit providers. Elimination of these stops would negatively impact GGT service.

(Page 6-19, paragraph 5) DEIS/DEIR states, "Other bus operators (including GGT)...would incur slight increases in bus-miles compared to their existing operations in the Transbay Terminal." District requests DEIS/DEIR avoid generalizations such as "slight," and disclose estimated increase in mileage levels.

(Page 6-20) GGT was not considered in the assessment of Annual Revenue Miles and Annual Revenue Hours for each TTT Mitigation Option. As discussed above, DEIS/DEIR should quantify operating impacts for all transit providers.

(Page 6-21, paragraph 1-5) DEIS/DEIR states, "GGT would operate on Beale Street and in the new terminal." In light of existing GGT operations discussed above, i.e., Financial District, Civic Center, or Ferry Feeder, it is not clear to District staff what specifically is recommended for GGT. Other information which could have been included on this page and assisted in a better understanding of this alternative includes: proposed GGT operations, projected increase in GGT route-miles, or projected increases in O&M costs resulting from the Beale-Fremont Pass Through or the Beale Street Bus Mall and Loop options.

OPTION B

As with Option A, this alternative impacts three GGT bus stops on Fremont Street. DEIS/DEIR does not address this impact and other District concerns:

(Page S-16, paragraph 7, and page 6-9, paragraph 8) DEIS/DEIR states, "GGT buses would layover on surface streets." DEIS/DEIR does not identify which GGT routes are affected, identify proposed layover location, or quantify curb space requirements for GGT.

(Page S-17, paragraph 7, and page 6-10, paragraph 6) A temporary bus terminal facility would be needed during demolition of the TTT. DEIS/DEIR states "GGT would operate on the adjacent surface streets." Location of specific streets and meaningful impacts to GGT service are not identified.

(Page S-18, paragraph 3, and page 6-13, paragraph 2) The long-term availability of the current GGT storage lot on 160 Harrison Street is not known and is of concern. The District is interested in securing a permanent facility (shared or exclusive) that either enhances or maintains existing storage and dispatch operations. District staff believes efforts to identify future midday storage requirements for other transit providers should be jointly considered to the extent possible. Referring to three alternative midday storage sites, DEIS/DEIR recognizes the need of one transit operator whereas for GGT it states "Any remaining space...could be used for midday storage of GGT buses."

(Page 6-22, paragraph 3) DEIS/DEIR discussion on operating impacts (i.e., increased revenue vehicle-miles and operating costs) are estimated for three transit providers that serve TTT. Although not specifically mentioned (other than "other terminal users"), overall GGT bus O&M cost impacts are qualitatively considered as "minor." As discussed above, DEIS/DEIR should quantify operating impacts for all transit providers.

OPTION C

As with Option A, this alternative impacts three GGT bus stops on Fremont Street. DEIS/DEIR does not address this impact and other District concerns:

(Page S-18, paragraph 6, and page 6-15, paragraph 1) DEIS/DEIR states "GGT buses would operate on the adjacent surface streets." DEIS/DEIR does not identify or recommend which streets are to be used for GGT services, determine how many linear feet are required for GGT bus stops, identify impacts to GGT stops on Fremont Street generated by the Beale-Fremont Pass Through facility, or identify an alternative location to mitigate impacted Fremont Street bus stops.

(Page S-19, paragraph 2, and page 6-15, paragraph 4) As stated above for Option B, DEIS/DEIR does not fully recognize midday storage requirements of GGT and notes "Any remaining space...could be used for midday storage of GGT buses."

Ms. Marie L. Pang
Page 5
May 7, 1997

(Page 6-23, paragraph 5) DEIS/DEIR estimates operating impacts (i.e., increased revenue vehicle-miles and operating costs) for three transit providers that serve TTT, but no mention is made of GGT impacts. As discussed above, DEIS/DEIR should quantify operating impacts for all transit providers.

OPTION D

As with Option A, DEIS/DEIR does not address District concerns associated with this and other TTT options:

(Page S-19, paragraph 5, and page 6-16, paragraph 3) Although DEIS/DEIR states, "GGT buses would operate on the adjacent surface streets," it does not identify an operating plan.

(Page S-19, paragraph 7) DEIS/DEIR does not offer particulars regarding the proposed midday storage facility. Could GGT be accommodated?

(Page 6-24, paragraph 3) DEIS/DEIR estimates operating impacts (i.e., increased revenue vehicle-miles and operating costs) for three transit providers that serve TTT, whereas no attempt is made to quantify impacts for GGT. As discussed above, DEIS/DEIR should quantify operating impacts for all transit providers.

CONSTRUCTION IMPACTS

(Page 5-89, paragraph 5, and page 6-70, paragraph 2) DEIS/DEIR identifies that the intersection of Folsom Street at Fremont and Beale streets would be affected during construction of DTX Project. DEIS/DEIR identifies a degradation in traffic level of service (LOS) to LOS D for the morning peak hour during project construction. DEIS/DEIR does not recognize construction will create impacts to GGT due to increased truck volumes, lane closures, and additional buses traveling to a temporary surface lot and a midday storage facility. Although DEIS/DEIR estimates construction duration (five years), additional travel times, and annual revenue-hours for one transit operator, similar analysis for GGT is lacking. Since GGT currently operates 84 buses per hour during the morning peak hour through the Folsom at Fremont street intersection, operates 107 buses per hour through the Folsom at Beale street intersection during the morning peak hour, operates through the intersection of Fremont and Howard streets, and operates on Howard between First and Second streets (the latter two sites are identified as two construction staging areas), District staff anticipates project construction will impact GGT services.

TRANSIT IMPACTS SUMMARY

(Page 6-24, paragraph 4) Although fiscal impact estimates have been provided for transit providers that serve TTT, no attempt has been made to assess fiscal impacts for GGT services. Rather, page 6-25 presents a set of assumptions developed by District staff in preparing an operating plan for the four design options submitted in our August 27, 1996 correspondence. As stated above, these assumptions were based on preliminary information available during preparation of DEIS/DEIR. Again, this submittal was made to facilitate a technical analysis of GGT impacts by JPB's consultant to address District concerns.

(Page 6-25, bullet 2) As stated above, DEIS/DEIR should be revised to reflect GGT Civic Center service which currently operates inbound and outbound on Mission Street.

(Page 6-25, bullet 7) DEIS/DEIR should clarify that 500 feet of curb frontage is GGT Fremont Street bus stop requirements for outbound Financial District

Ms. Marie L. Pang
Page 6
May 7, 1997

services. Curb frontage requirements for inbound Financial District, Ferry Feeder, and Civic Center services are not included in this 500-foot frontage.

ENERGY IMPACTS

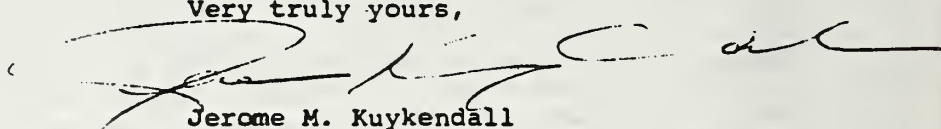
(Page 6-63, paragraph 3) Energy impact methodology does not include GGT services as part of the analysis. DEIS/DEIR states that energy impact estimates are provided for "three public operators who are responsible for the most bus activity" at TTT. It is not clear to District staff what criteria was used to determine "most bus activity." "Activity" can be determined according to several criteria, such as number of peak-period bus departures, number of weekday bus departures, number of bus berths, linear footage of bus stops, boarding/alighting passengers in the TTT building, boarding/alighting passengers in the immediate TTT area, or Transbay passengers into San Francisco. Regardless of which standard was used in the DEIS/DEIR, District staff believes that potential impacts to transit service in the TTT area should be evaluated for all transit providers.

NEW BUS RAMPS

(Page 6-67, paragraph 4) DEIS/DEIR discusses construction of new bus-exclusive ramps to TTT. Figures 6.2-1, 6.2-3, 6.2-4 and 6.2-5 also indicate a "Proposed New Bus Ramp to Surface Streets" in the vicinity of Harrison and Second streets. District staff assumes this latter ramp to replace or coincide with the existing Second Street ramp. As such, access to TTT from street level should be maintained for all TTT design options.

Please call Maurice P. Palumbo, Senior Planner, at (415) 257-4431 if you have questions regarding the District's review.

Very truly yours,



Jerome M. Kuykendall
Director of Planning
and Policy Analysis

JMK:gj
c: Carney J. Campion
Wayne T. Diggs
Alan R. Zahradnik
Maurice P. Palumbo

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MAY 5 1997

May 1, 1997

Ms. Marie L. Pang
Environmental Manager
Peninsula Corridor Joint Powers Board
1250 San Carlos Avenue, P.O. Box 3006
San Carlos, CA 94070-1306

Subject: CalTrain San Francisco Downtown Extension Project DEIS/DEIR

Dear Ms. Pang,

The Santa Clara Valley Transportation Authority (VTA) submits the following comments on the CalTrain San Francisco Downtown Extension Project's DEIS/DEIR. These comments were considered and approved by the VTA Board of Directors on May 1, 1997.

CalTrain Priorities

We believe CalTrain needs to be upgraded. Service frequencies must be improved, stations must be upgraded, travel times should be shortened and bus and shuttle connections must be maintained and upgraded.

Funds to accomplish these goals, from federal, state and local sources, will be limited and very competitive. Therefore, investments in CalTrain must be made from a perspective of selecting those projects that will attract the greatest number of new transit riders in the most cost-effective manner.

The DEIS/DEIR, supporting documentation and the recent CalTrain Market Demand Study clearly show that improving the frequency of CalTrain service, improving train speeds and increasing parking and shuttle connections at stations are the improvements that show the highest potential for increasing CalTrain ridership. By contrast, the Downtown Extension is projected to add less than 5,000 new transit riders. It appears from the analysis presented in the DEIS/DEIR, that, in an era of limited funding opportunities, the improvements presented as CalTrain System Upgrades (Chapter 12 4.4) will achieve significant increases in CalTrain ridership in the most cost-effective manner.

Financial Analysis

The Financial Analysis (Chapter 12) presents four scenarios for funding all or portions of the defined Project. VTA has the following comments on the assumptions and discussions contained in this Chapter.

- VTA does not support, at this time, the significant commitment required of federal funds for the Downtown San Francisco Extension. We believe that federal transit funds will be limited for the foreseeable future, and that other projects within the region, including projects to improve CalTrain, will more effectively use the funds available. We are not adverse to completing the Final EIS if it is confirmed in advance that the Federal Transit Administration will allow its release and publication.
- Two of the scenarios presented, the Short-Term and Long-Term Financing Scenarios, use proposed regional gas tax funds. The regional gas tax, as proposed, will return 95% of the proceeds to the county of origin. If the gas tax is authorized by the State Legislature and ultimately approved by the voters, the VTA Board of Directors will prioritize these funds for expenditure. A commitment of these funds to any specific project, as indicated for these two scenarios, is premature.
- If the extension project is ultimately built, as a regional project it should be funded from regional sources and not from funds that are allocated to the three counties.
- The financial scenarios assume a commitment of Santa Clara County Measure B funds (\$30 million) to the Project. The Measure A advisory vote called for increases to the service frequency of CalTrain and upgrading the stations in Santa Clara County. If the Measure B Sales Tax is upheld, it is expected that funds will be utilized in accordance with the advisory vote. We expect to implement these CalTrain improvements, which are compatible with the System Upgrades option, regardless of whether the Downtown Extension is implemented.

Strategy for Staged Improvements

VTA supports a strategy of staged improvements for CalTrain. Many of these improvements are described in the DEIS in Chapter 12.4.4 - CalTrain System Upgrade. We do not necessarily view these projects as a precursor to a Downtown Extension, as suggested in Table 12-4, but rather as a set of projects that will stand alone and achieve significant ridership growth for CalTrain.

If a preferred alternative for the Downtown Extension is selected by the JPB and the City of San Francisco, we recommend further work, other than the FEIS, as noted above, be deferred until the following events take place:

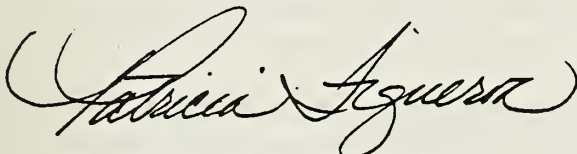
- Analyze the impact of the Muni Metro Extension to Fourth and King (directly across the street from the CalTrain Station) in providing an improved connection to the San Francisco Business District.
- Ensure regional projects now in development are fully funded.
- Allow the proposed regional gas tax to be further developed, including the possible preparation of a comprehensive expenditure plan.
- Evaluate the Transbay Terminal preferred project, when selected, in terms of its impact on the Downtown Extension System.

As these issues are being resolved, VTA advocates aggressively pursuing the CalTrain System Upgrade projects for implementation. These projects include:

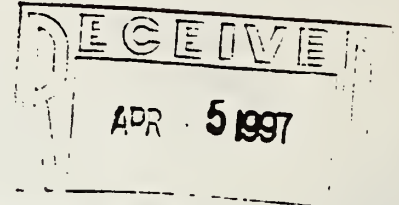
- Increased CalTrain service
- Park and Ride expansion
- Station access improvements
- New maintenance facility
- Track and signal improvements to allow faster travel times and more flexible operating plans

We appreciate the opportunity to comment on the Downtown Extension Project. CalTrain is an important element of VTA's and the Bay Area's transportation system. Our desire is to ensure that cost-effective improvements to CalTrain are implemented as soon as possible.

Sincerely,

A handwritten signature in black ink, appearing to read "Patricia Figueroa", written in a cursive style.

Patricia Figueroa, Chairperson
VTA Board of Directors



The City of Burlingame

PLANNING DEPARTMENT

CITY HALL - 501 PRIMROSE ROAD
BURLINGAME CALIFORNIA 94010-3997

TEL (415) 696-7254
FAX (415) 342-8386

April 11, 1997

Ms. Marie Pang
Environmental Manager
Peninsula Corridor Joint Powers Board
1250 San Carlos Avenue
P.O. Box 3006
San Carlos, CA 94070-1306

Dear Ms. Pang,

At their meeting on April 7, 1997, the members of the Burlingame City Council reviewed the Draft EIR/EIS prepared for the CalTrain San Francisco Downtown Extension Project Conceptual Design by the U.S. Department of Transportation, Federal Transit Administration and the Peninsula Corridor Joint Powers Board. The Council supports the concept of extending CalTrain into downtown San Francisco to a transit hub and had no comment on the DEIR/EIS document as presented.

Thank you for giving us an opportunity to comment on the document.

Sincerely yours,

Margaret Monroe
City Planner

/M

RSPNDEIA.897

c. Dennis Argyres, City Manager

STEPHEN M. SCHMIDT
MAYOR

BERNIE NEVIN
MAYOR PRO TEM

ROBERT N. BURMEISTER
COUNCILMEMBER

PAUL COLLACCHI
COUNCILMEMBER

CHUCK KINNEY
COUNCILMEMBER



701 LAUREL STREET / MENLO PARK, CA 94025-3483 / 415 858.3380 / FAX 415.328.7935

May 12, 1997

Marie L. Pang
Environmental Manager
Peninsula Corridor Joint Powers Board
P.O. Box 3006
San Carlos, CA 94070-1306

**SUBJECT: CALTRAIN SAN FRANCISCO DOWNTOWN EXTENSION PROJECT
DEIS/DEIR**

Dear Ms Pang:

Thank you for the opportunity to comment on the CalTrain San Francisco Downtown Extension Project DEIS/DEIR. As stated in the DEIR, the objective of the CalTrain Extension Project is to get the train as close as possible to where most riders want to go. The distance between the current CalTrain terminus and most downtown San Francisco job destinations is beyond walking distance for the majority of train riders.

The Menlo Park General plan identifies the goals and policies for the City. CalTrain is a very important transportation mode for the City, and there are two General Plan policies that highlight its support. The General Plan policies are as follows:

- The Policy II-B-6 of Circulation and Transportation Element in the Menlo Park General Plan states that the City shall support the extension of CalTrain to the Market Street area in San Francisco.
- Policy II-F-3 of the Circulation and Transportation Element states that the City shall work with the Joint Powers Board to provide parking at the Downtown Transportation Center which is adequate and does not negatively impact nearby uses.

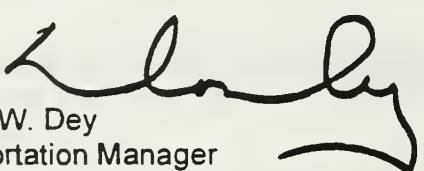
The City of Menlo Park has the following comments on the report:

1. The City recommends that the Joint Powers Board proceed to select a locally preferred alternative and develop a Final Environmental Impact Statement/Report.
2. The mitigation measure for increased parking demand cites the need for 113 additional parking spaces at the Menlo Park CalTrain station. Other options to address the parking demand should also be pursued such as increased shuttle bus service from residential areas to the train station, allocation of car-pool spaces in CalTrain parking lots and other traffic demand strategies.

3. For the Propulsion Options, pursue the full system electrification of CalTrain from San Francisco to San Jose and Gilroy. This option becomes valuable for all cities and ultimately saves money and reduces noise for the complete CalTrain system. Would electrification of CalTrain require that railroad grade separations be installed along the corridor?
4. An increased ridership project for CalTrain due to the downtown extension coupled with increased train frequency will place an operational burden on streets in the vicinity of CalTrain stations. As a mitigation measure for increased traffic delay, the Joint Powers Board should perform systemwide upgrades to the signaling and grade crossing operations.
5. The three intersections in Menlo Park shown in Table 7.3-3, page 7-14 and Table 7.3-4, page 7-16 reported the level of service incorrectly. The City's General Plan reports traffic delay levels for the AM/PM peak periods as follows: ECR & Oak Grove – 26/27, ECR & Santa Cruz – 13/17 and ECR & Ravenswood – 30/37. These General Plan reported values are based on the common calculated method for Level of Service. Menlo Park has also performed field delay studies at the intersection of ECR & Ravenswood that suggest the real intersection delay is 43 seconds in the PM peak hour. The cause of this additional delay is the operation of the Railroad gates on Ravenswood (attached are delay summaries). A mitigation measure that addresses the unnecessary down time of the railroad gates needs to be identified.
6. The preferred Townsend Street Segment option selected should maintain the CalTrain station for Mission Bay and the Ballpark. The goal of the extension project is to bring the train to where people want to go. Maintaining a station at this location will greatly expand the attractiveness of the train from the Peninsula cities thereby reducing the number of automobiles driven into the area.

If you have any questions concerning these comments, please contact me at (415) 858-3363.

Very truly yours,


Donald W. Dey
Transportation Manager

DWD

C: City Council
Jan Dolan
file

CALTRAIN GATE OBSERVATION

LOCATION: RAVENSWOOD (Between Alma and El Camino)

DATE: JULY 26, 1996

TIME OF OBSERVATION: 4:30 - 6:15 PM

START TIME	LENGTH OF TIME GATE IS DOWN	DIRECTION OF TRAIN	TOTAL TIME GATE IS DOWN
4:35	55.26 sec	NB	
4:47	71.68 sec	No Train *	
4:49	57.66 sec	SB	129.34 sec
5:05	184.75 sec	NB	
5:09	28.13 sec	SB	
5:26	71.88 sec	No Train	
5:28	33.46 sec	SB	105.34 sec
5:36	83.25 sec	No Train	
5:32	33.63 sec	SB	116.88 sec
5:36	47.19 sec	NB	
5:50	135.84 sec	NB & SB	
5:55	69.26 sec	SB	
6:08	73.75 sec	No Train	
6:10	30.62 sec	SB	104.37 sec

* Gate automatically goes down for an average of 75 seconds whenever a train heading SB stops at the Menlo Park station. The gate will then go back up for an average of 47 seconds and down again when the train leaves the station.



George D. Foscardo, AICP
Director

MA 2 1997

Ms. Marie Pang
Environmental Manager
Peninsula Corridor Joint Powers Board
1250 San Carlos Avenue
P.O. Box 3006
San Carlos, CA 94070-1306

April 30, 1997

Dear Ms. Pang:

We at the City of San Bruno are grateful that you gave us the opportunity to review the Draft Environmental Impact Statement (DEIS) evaluation of alternatives for extending CalTrain service into downtown San Francisco. San Bruno has the following concerns:

- full system electrification would presumably reduce noise levels and air pollution (as well as reduce fossil fuel consumption) along the entire length of the CalTrain corridor, including San Bruno, whereas dual-mode propulsion would have no impact on San Bruno
- there is no direct SamTrans bus service to the San Bruno CalTrain station (the 32P serves downtown San Bruno three blocks away; the 5L/5M serve El Camino Real six blocks away); improved intermodal transfers could increase CalTrain ridership among San Bruno residents
- CalTrain service to the Transbay Terminal would improve transit connections for San Bruno residents transferring to other regional systems such as San Francisco Muni, AC Transit, and Golden Gate Transit where such connections are currently much more limited
- San Bruno remains strongly opposed to a CalTrain (or BART) connection to the San Francisco International Airport light rail system at a remote site west of 101 because of concerns about emergency access and wetlands encroachment (see page 3-14)
- as noted in the DEIS, the San Bruno General Plan calls for permanent relocation of the CalTrain station to I-380
- the proposal in the document to expand the parking lot at the south end of the existing parking lot along Huntington Avenue would result in the elimination of a large stand of trees; however, there is no indication that this area would be landscaped or if the trees would somehow be replaced

Thanks for the opportunity to comment.

Sincerely,

Grant Wilson
Associate Planner



PLANNING DEPARTMENT

City and County of San Francisco 1660 Mission Street San Francisco, CA 94103-2414

(415) 558-6378

PLANNING COMMISSION
FAX: 558-6409

ADMINISTRATION
FAX: 558-6426

CURRENT PLANNING/ZONING
FAX: 558-6409

LONG RANGE PLANNING
FAX: 558-6426

May 12, 1997

Ms. Marie L. Pang
Environmental Manager
Peninsula Corridor Joint Powers Board
1250 San Carlos Avenue
Post Office Box 3006
San Carlos, California 94070-1306

MAY 14 1997

Re: CalTrain San Francisco Downtown Extension Draft EIS/EIR

Dear Ms. Pang:

Thank you for the opportunity to review the CalTrain San Francisco Downtown Extension Project Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR). We respect the time and energy obviously expended in its preparation.

As you know, staff of the Planning Department and other City/County agencies have participated in your ongoing coordination efforts, and have closely followed development of this project. We look forward to continuing this relationship in the future, and would be happy to provide you with updated information regarding the evolution of your Transbay Terminal Replacement Option A, otherwise known as the "Main/Beale South" Option.

Following the March 1996 endorsement of the Main/Beale terminal by the Mayor and the Board of Supervisors, the Planning Department and the Redevelopment Agency have worked with transit operators and design consultants to address the visual impacts of bridges across Howard Street, two-level aerial ramps, and a fly-over into the terminal. In refining the design to eliminate these items, the City has also attempted to provide for an accommodation of existing and future transit needs; connectivity to activity centers and transit services; minimization of construction costs; minimization of increases in transit operating costs; optimization of funding opportunities; separation of transit operations from congested auto-oriented streets; and consolidation of Muni's Transbay and Steuart/ Mission terminal functions.

The City's revised Main/Beale terminal option would have one bus deck over Muni's layover facility to be used primarily by AC Transit and Greyhound. In common with the existing arrangement, elevated bus ramps would provide direct connections to and from the Bay Bridge. Under this revised option, the terminal building would be shifted further south than previously proposed, and would no longer cross Howard Street. A one-level bus ramp would access the terminal, rather than a two level ramp with a crossover.

Additional concerns/questions on the Draft EIS/EIR are attached for your consideration. We would be happy to discuss these with you, or to answer any questions.

Sincerely,

Gerald G. Green
Director of Planning

Funding Issues

- The Draft EIS/EIR identifies the anticipated revenue sources and funding scenarios for the project. There is very little acknowledgment, however, of the competition for very limited funds within San Francisco and the region. There is a significant backlog of local transit projects seeking funding, and consequently, it could take a number of years until the required funding commitment is secured. For example, you mention that BART and Muni will draw on Fixed Guideway funds from the FTA, but you assume that funds will be available to the project after FY 2004. This assumption does not take into account the fact that there may be other city and regional projects vying for these monies.

Similarly, you mention that the regional gas tax would provide a steady flow of revenue to the project (Section 12.3.5). It is widely accepted, however, that this measure currently lacks widespread support at the regional level, and again, its passage would result in a regionwide competition for funding. We are concerned that the Draft EIS/EIR clearly address the speculative nature of including the gas tax as a potential revenue source and give a basis for assuming that the project would secure as much as 30 percent of the gas tax revenues available to these counties.

Even if such funds were secured, we are concerned that it would not be cost-effective to hold up other local and regional transit projects that have already been identified. These projects include the central subway for the Third Street Rail line, as well as streetcar and facility replacement programs vital to the development and maintenance of the Muni system. While the CalTrain extension could result in the addition of 11,000 transit trips (if your ridership forecasts are correct), these other projects would affect a larger number of transit riders. The projected increase in corridor transit ridership is less than one percent, which seems rather low. At a cost of \$890 million (in 2006 dollars), this amounts to an investment of approximately \$81,000 per additional rider. Does the document evaluate capital cost per new rider and other measures of effectiveness required by the FTA?

- The document should explain why CalTrain is not assumed to share costs in funding the selected terminal replacement option if it will directly benefit from it.

Impacts and Assumptions

- While the Draft EIS/EIR describes the construction process and short-term construction impacts in some detail, it should also contain a discussion of the long-term impacts of project construction and phasing. If construction of the CalTrain Downtown Extension is not started until 2006, uncertainty regarding the disposition of sites proposed for acquisition (including the Transbay Terminal) would persist, delaying development opportunities and affecting the overall economic development of the Transbay area.
- We encourage you to coordinate with Catellus regarding plans for Mission Bay.

CalTrain Draft EIS/EIR
May 9, 1997 Comments

- We understand that AC Transit operates 105 buses per hour, and believe that this is a more appropriate assumption than 75 buses per hour.
- While a queuing analysis would have provided insight into delay at key intersections and an incident analysis of local intersections would have offered a more comprehensive set of baseline data, it is essential that exhaustive analyses be conducted for queuing and incidents in the FEIS/FEIR. We question whether it is reasonable to assume that the current high percentage of incidents is caused by three construction jobs at the east end of the Bay Bridge.
- The number of traffic lanes on Townsend Street is an important factor in comparing the three Townsend Street alignment options. This issue should be discussed in the document and incorporated in Table S-1. The Ballpark EIR call for making Townsend Street two lanes in each direction, at least on game days, by eliminating perpendicular parking. The Bicycle Plan calls for bike lanes on Townsend Street, as does the Ballpark EIR.
- While we recognize that use of the FTA noise criteria is a requirement for your analysis, we would appreciate the addition of some qualifying text. The City of San Francisco has no quantified threshold for noise impacts, however, we would be unlikely to find that an incremental increase in noise (e.g. 1 to 3 dBA) would be significant under CEQA, given the nature of our urban environment.
- The report seems to assume substantial night construction work. The document should describe whether this is in conformity with the San Francisco noise ordinance.

N:\TRANSBY\CALTRAIN\CALTDEIR.HEG



PLANNING DEPARTMENT

City and County of San Francisco 1660 Mission Street San Francisco, CA 94103-2414

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LONG RANGE PLANNING
FAX: 558-6426

FACSIMILE TRANSMITTAL

Date: May 13, 1997

SENT TO: Marie L. Pang, JPB
Dave Mansen, DCCO

<u>Fax</u>	<u>Phone</u>
508-6281	508-6338
546-1602	495-6060

Number of Pages (Incl. Cover Sheet): 2

FROM: Hillary Gitelman

Fax: 558-6409

Phone: 558-6365

COMMENTS:

The accompanying memo was intended as an attachment to our comments on the CalTrain Draft EIS/EIR, which we faxed and mailed to you yesterday. My apologies for omitting this in our original transmittal.

To: Hillary Gilbert, Planning Department, Environmental Review Section

From: Henry Anderson Public Utilities Commission, Utilities Engineering Bureau

Subject: Comments on the CalTrain Downtown Extension

I have reviewed the Draft EIR in concert with Norman Chan of the DPW BOE Hydraulics Section. Our comments are as follows:

Sec. 4.12 Floodplains

While the City has never had a FEMA floodplain map prepared, there are a few identified areas, "sumps", subject to flooding. One is portions of Townsend Street between Third and Seventh Streets. CalTrain must exercise caution during design and construction to avoid increasing flooding of existing properties north of Townsend in this reach. Trains for the Townsend Center and Townsend South alternatives should be prepared to operate in water flowing about one foot in depth across the tracks.

Section 4.14 Utilities

The first paragraph should read "ironstone pipe" versus "iron/steel pipe" and "17.5 foot wide by varying depth" versus "17.5 foot square"

Section 5.12 Utilities

Please strike "routed over/under by siphon and/or pumping." "Siphons are not practical for combined sewer systems such as the ones in San Francisco. A pump station would have to be too big to be practical and reliable.

Section 5.12.1 Townsend Street Segment

- first paragraph The 66-inch force main is a sewage, not sludge, force main. It transports fully half of the sewage generated in San Francisco to treatment. There is no alternate route. Service on this line cannot be interrupted for more than a few hours at a time. This increases the cost of relocation significantly.

-second paragraph The 78-inch sewer would have to be rerouted west to 5th Street and south to Berry under CalTrain tracks in use. The total distance is about 1500 feet. The cost would be between one and ten million dollars.

-third paragraph We cannot identify the preliminary study mentioned. Lowering the Division Street box sewers would involve work between Seventh Street and Berry Street under CalTrain tracks in use. Our experience is that this significantly increases the costs. The cost would be between one and ten million dollars.

cc: Robert Todd Cockburn
Chris Phanartzis
Norman Chan

DEPARTMENT OF PUBLIC WORKS
Arch Perry, P.E., Director



APR 18 1997

330 West 20th Avenue
San Mateo, California 94403-1388
(415) 377-3315
(415) 377-3455 (fax)

April 18, 1997

Ms. Marie L. Pang, Environmental Manager
Peninsula Corridor Joint Powers Board
1250 San Carlos Avenue
P.O. Box 3006
San Carlos, CA 94070-1306

RE: *Draft Environmental Impact Statement/Draft Environmental Impact Report
CalTrain San Francisco Downtown Extension*

Dear Ms. Pang:

Thank you for the opportunity to review and comment on the draft document for the CalTrain extension into downtown San Francisco. Though most of the project itself is within the City and County of San Francisco, it will have effects throughout the railroad corridor, including the City of San Mateo.

As is noted several times in the document, the extension will increase CalTrain ridership and thereby increase parking demand at all stations. We believe that the parking supply could be increased dramatically with the completion of a new Hayward Park station in San Mateo. The document includes an estimate of up to 200 additional spaces at a new Hayward Park station (p.7-2); we believe that the total could be as high as 300. It is important that a construction completion date for the new station and a revised parking space estimate be included in the final document. The new Hayward Park station will be a key element in meeting the increased parking demand on the Peninsula.

Thank you for your consideration of this matter.

Very truly yours,

ARCH PERRY, P.E.
DIRECTOR OF PUBLIC WORKS

AP/JLL:plg

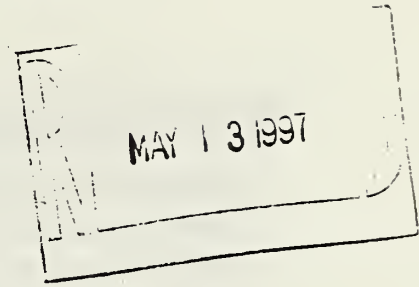
cc: Mrs. Jane Baker, 1464 Woodberry Drive, San Mateo, CA 94403

\\linen\misc\alt_cir.ltr

BARNES



CLARKE



May 12, 1997

Marie L. Pang
Environmental Manager
Peninsula Corridor Joint Powers Board
1250 San Carlos Avenue, P.O. Box 3006
San Carlos, CA 94070-1306

Dear Ms. Pang:

We have recently reviewed the March 1997 CalTrain San Francisco Downtown Extension Project Conceptual Design and DEIS/DEIR. To our dismay, the DEIR/DEIS fails to respond to the South Beach neighborhood's most important request - that you develop an alternative route for the CalTrain extension which does not threaten our community's health, peace and vitality.

This letter is written on behalf of property owners, non-profit organizations, businesses and residents of South Beach, all of which formally oppose the alternatives outlined in the DEIS/DEIR. While we recognize the importance of mass transit, the adverse impacts that will occur during the construction phase, and also after the project is complete during regular operations, will produce long-term and irreparable economic and environmental harm to our neighborhood.

The prolonged uncertainty of the CalTrain extension's source of funding is a major source of frustration to South Beach residents. The projects looming ambiguity has already resulted in depressed property values and raised the very real prospect of declining rental rates and a rapidly growing number of commercial vacancies. The DEIR's failure to demonstrate the ability to finance this project to its conclusion is irrefutable. Perhaps it is unclear to the Joint Powers Board how many people have been affected by this project even before ground has been broken. In South Beach alone, there are approximately 6,000 residents in 2,600 dwelling units, with another 1,100 units to be completed prior to the projects start date in the year 2,000, for a total of approximately 8,500 residents.

Because the DEIS/DEIR has sidestepped or failed to address nearly every one of our concerns, we will take this opportunity to reiterate the recommendations which we outlined in a letter dated October 31, 1995.

We specifically request that you:

- Reinstate 7th Street as an alternative route.
- Eliminate as alternatives any routes through the South Beach neighborhood which require cut and cover tunneling.
- Eliminate as alternatives any routes which would require tunneling beneath or in close proximity to existing or planned residences.
- Eliminate any alternative routes which result in unmitigatable vibrations from trains on existing or planned residences.
- Reconsider other alternatives which may have been eliminated because they were unattractive to peninsula commuters.

In submitting these comments for a second time, we hope that you will seriously respond to our concerns and requests in the Final EIR. The following is a brief summary of the construction and operation impacts for which there clearly are no satisfactory mitigations. These impacts are unacceptable to the South Beach neighborhood.

Construction and Operational Impacts

1. *Delay and Disruption of Traffic*

In order to facilitate the construction of either a mined tunnel or cut-and-cover construction, certain streets will be entirely closed and traffic will be detoured. The changing detours and blocked streets that are part of the construction plans will escalate South Beach's traffic problems to an unacceptable level.

Several South Beach intersections would be severely congested under the proposed construction activity. The Folsom/Fremont Street intersection which is heavily used by commuters would be burdened by the additional traffic of trucks gaining access to the construction site at the Transbay Terminal. Heavy bus traffic at the intersection of Beale and Folsom would result from the use of temporary storage yard and the surface bus terminal.

CalTrain's construction related traffic problems will be compounded by traffic problems associated with the Giants Ballpark. Without construction, the South Beach roadways cannot accommodate traffic related to ballpark attendance (the maximum capacity of the ballpark is 50,000). With CalTrans construction, the traffic in South Beach will far exceed acceptable levels.

The combination of heavy commuter traffic, road closures, ballpark events, construction trucks and detoured bus activity in South Beach during the proposed construction period will result in a degradation in the level of service provided by South Beach roadways.

2. *Excessive Construction and Operational Noise*

Noise from large construction equipment digging, tunneling, excavating, hauling dirt, etc. will pervade the neighborhood. The noise is not only disruptive to residents, but has already been shown to adversely impact local businesses. (This experience was gained through other large construction projects that have occurred in the area during the past few years.)

The increase in traffic volume along Essex Street, from Folsom Street to I-80 would result in a 2.4-2.5 noise decibel increase. This projected noise increase is unacceptable to residents of an apartment/condominium complex east of Essex Street between Folsom and Harrison Streets.

Projected levels of ground-borne noise at three South Beach loft buildings (501 Second Street, 355 Bryant Street, and North of Bryant) would exceed FTA impact thresholds by 1 to 5 dB. Many of these lofts are live-work spaces. The proposed mitigation measures (high resilience track fasteners or resiliency supported tie systems) are not guaranteed to ameliorate the noise violations and are therefore unsatisfactory.

Occupants of buildings in close proximity to the Transbay Terminal will be severely disturbed during the proposed demolition of the Transbay Terminal and the removal of the bus ramps leading to the Transbay Terminal. Many of the noise projections for equipment to be used on this project (jackhammers, pavement breakers and hoe rams) violate the San Francisco Police Code and are therefore unacceptable.

Under several other methods of train propulsion, the ventilation systems will vent at the sidewalk level. These large vents will allow magnified noises from the train tunnels to be broadcast directly into our neighborhood. In addition to the consequences from construction noise discussed above, this noise condition will continue as long as trains keep running through the tunnels.

3. *Dust*

The project will produce dust which will permeate the entire neighborhood, not just areas immediately adjacent to construction. During the dry season, the dust will be blown throughout the streets and seep into buildings. During the wet season, mud will form on all outside surfaces. Given South Beach's recent experience with the removal of the Embarcadero Freeway, we are concerned that the dust mitigations currently proposed (DEIR/DEIS 5-100) will not be adequate for residents. The emissions associated with the extension project will be a significant source of discomfort for residents.

4. *Construction and Operational Vibrations*

The project will involve many operations which will produce vibrations as a by-product. Many of the surrounding structures are sensitive historic buildings which will not weather the continual exposure to excessive vibration. All of the construction practices required by the Mined Tunnel Plan (blasting, tunnel excavation and spoils removal) could result in excessive and intrusive vibrations which will disturb residents and businesses. None of the proposed mitigation measures address or ameliorate the negative affects that would result from the projected vibrations.

CalTrain vibrations will pose an unnecessary risk to the South Beach neighborhood and will adversely impact on the daily lives of the members of our community. Because vibration models have not been developed to replicate the soil conditions in South Beach's sensitive land use areas, the projected ground-borne vibration levels are most likely inaccurate (DEIS/DEIR Table 5.8-3). In fact, ground borne vibration associated with each tunnel alignment will most likely exceed FTA threshold levels.

5. *Restricted Access to Businesses*

The closure of certain streets and the necessary inherent detours will restrict and in some cases, curtail access to South Beach businesses. During the recent MUNI/Metro project, many businesses were forced to close because patrons were denied easy access to them. This neighborhood was formed to encourage development, and on-going vehicular access to the area is vital to its economic health.

The surface staging facility proposed at 270 Brannan Street would include a tunnel access shaft. The use of the tunnel shaft would displace the parking and billiards parlor businesses on the site, thus restricting access to patrons and hindering the businesses' profitability. No satisfactory mitigation is offered to businesses affected by the construction.

6. *Staging Areas*

Your Project Manager and Outreach Staff assured us at a previous meeting that the staging areas would occur outside of the South Beach neighborhood. However, three of the four construction staging sites are located in the South Beach neighborhood. There will be ongoing heavy equipment traffic entering and exiting these staging yards and traveling along South Beach streets causing disruption to residents and businesses in South Beach due to traffic congestion and construction related noise. In any event, it is not appropriate to have heavy equipment staging areas in a residential neighborhood. No satisfactory mitigation measures have been offered to address these noise and traffic problems related to the staging areas.

7. *Truck Routes for Hauling Excavated Materials*

The truck routes to and from the Transbay Terminal Site, Essex/Folsom Street and Brannan/Second Street will severely disrupt traffic on the main arteries in South Beach. There are no satisfactory mitigation measures presented in the DEIR/DEIS to address the traffic related problems associated with the truck routes that have been defined.

8. *Possible Damage of Buildings Facades During Cut-and-Cover Construction*

The width of the trench proposed for the cut-and-cover construction sites may not provide sufficient separation between the excavation and the building resulting in damage to the building facades. There are no mitigation measures presented to alleviate or prevent the damage.

9. *Unknown Consequences of Blasting During Excavation*

Blasting is described as potentially being the only effective way to perform some of the excavation when zones of competent sandstone are encountered (DEIS/DEIR 5-78). There is no further discussion regarding the possible consequences of blasting in a residential neighborhoods so densely populated with both buildings and people.

The project increases the potential exposure of people to hazard from geologic and seismic risks. The low strength and moderate deformation characteristics of Bay Mud could affect the stability of the face of the tunnel, the stability of the excavations, the degree of ground deformation caused by the excavations,

and the resulting response of adjacent structures. There are no satisfactory mitigation measures capable of preventing these risks.

10. *Difficulty Controlling Ground Water*

Ground water seeping into the excavations is very difficult to control. With the water comes soft sand and clay. The technical report cites the difficulty of preventing "loss of ground" under these circumstances. The Medium-Radius Curve/Mined Tunnel would pass below the basement of a saltwater pumping station at Second and Townsend Streets. The Short-Radius Curve/Long Mined Tunnel would pass below the 5 foot diameter salt water intake valve on the north side of Townsend Street. To partially ameliorate this condition, dewatering wells along the route can be installed. However, there is no mitigation offered to property owners who will be impacted by the equipment and access required to dewater the wells.

11. *Depression of Real Property Values & Decrease in Rentability of Units*

The South Beach neighborhood has recently been transformed from a blighted area into a new mixed-use residential community. Construction has been completed on 2,600 residential units of which 600 are for very low/low to moderate/affordable occupancy. There are additional projects in planning stages to bring the total number of residential units up to approximately 3,700. For all of the reasons cited in this letter, the end result would be a noticeable depression of real property values and a marked decrease in the rentability of both residential and commercial properties causing economic decline. There is no mitigation offered to property owners who will be impacted by depressed property values and declining rental rates. Indeed, the uncertainties created by the project have already created negative financial impacts for some property owners.

12. *Cumulative Impacts of Successive Construction Projects on Neighborhood*

During its short history as the newest San Francisco neighborhood, South Beach has already had more than its share of construction projects. These projects include the removal of the Embarcadero Freeway, the Embarcadero Turnaround Project, the MUNI Metro/Embarcadero Extension and Giants Ballpark. No consideration is given in any of the DEIS/DEIR of the cumulative economic and environmental impacts of the CalTrain project in this context and no mitigation is offered to South Beach tenants and property owners.

13. *No Project Alternatives for Analysis in Other Areas*

All of the alternatives under consideration travel directly through the South Beach neighborhood. A Seventh Street alternative was eliminated at the insistence of non-San Franciscans. The elimination of the Seventh Street alternative completely disregards the needs of the San Francisco residents of South Beach.

14. *Air Quality*

A construction project of this magnitude, under any alternatives, will have an adverse effect on air quality. We must remember that this is a residential neighborhood, not an industrial zone. The heavy equipment used for digging, tunneling, hauling, paving, etc. will all be expelling carbon monoxide into the neighborhood at extraordinary levels. Other consequences of the project, such as dust (item 3 above), blasting (item 10 above) and toxic gases or fumes (item 12 above) will also adversely impact the air quality in our neighborhood. There are no satisfactory mediation measures to address the projects adverse effects on air quality.

15. *Pedestrian Use*

Our neighborhood was designed to encourage pedestrian traffic as an alternative to automobiles. Most of the impacts described above, (delay and disruption of traffic, excessive noise, dust, vibrations, staging areas, trucks hauling excavated materials, possible collapse of structures or streets, blasting, toxic gases or fumes and air quality) will discourage pedestrians. A reduction in pedestrian usage will then create further loss of local business revenues, increased automobile usage (which this project is supposed to discourage) and potentially an increase in crime. No satisfactory mediation measures respond to these social and economic risks to our neighborhood.

16. *Mitigation Measures*

While the DEIS/DEIR did a relatively good job of analyzing impacts to those environmental concerns studied, it is inadequate in recommending measures to mitigate those impacts. We believe this is the result of the drafters of the DEIS/DEIR incorrectly finding many adverse impacts not significant, possibly based on a mistaken belief as to the number of residents in the surrounding area. In South Beach alone, there are approximately 6,000 residents in 2,600 dwelling units, with another 1,100 units to be completed prior to the year

2000, for a total of approximately 8,500 residents. We believe many more impacts must be considered significant.

17. *Responsibility for and Funding of Mitigation Measures*

It appears that many mitigation measures are not incorporated into the project because the party responsible for implementing and /or funding them has not been identified. For decision makers to be in a position to approve the project, they must have this funding information, so that they can determine whether the mitigation measures recommended by the DEIS/DEIR or in the EIR comments are feasible. Accordingly, the EIR (or companion document) must quantify the costs of mitigation measures, identify what agency will implement the measure, and identify any funding shortfalls.

18. *Mitigation Monitoring Plan and Enforcement*

A mitigation monitoring plan must be developed with the Final EIR. We believe that the plan should specify our distinct responsibilities: (1) a fully funded construction monitor not retained by the City and the residents of South Beach to monitor construction mitigation measures, (2) a Traffic/Transportation Management Committee, made up of City agencies the JPB and neighborhood representatives, to monitor and ease traffic congestion; and (3) a neighborhood maintenance district with a dedicated funding source, such as that employed at Yerba Buena Gardens, to monitor compliance with non-transportation/traffic mitigation measures and serve as a provider of neighborhood security and maintenance.

19. *Construction and Operational Seismicity*

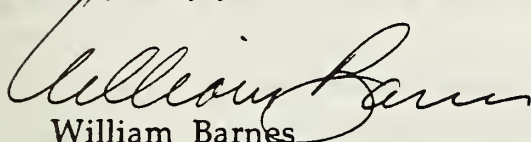
The project area is seismically active, and groundshaking from earthquakes occurs periodically. Seismically induced groundshaking could damage the proposed CalTrain subway structure. Portions of the alignment underlain by silt sediments are susceptible to amplified ground motion, posing a major risk to the underground structure.

In light of the significant economic and environmental impacts associated with the Downtown Extension project and ongoing operations, the Peninsula Corridor Joint Powers Board must analyze other alternatives that would reduce these significant impacts. Such alternatives should exclude any routes through or under the South Beach neighborhood.

Marie L. Pang
May 12, 1997
Page 9

We appreciate this opportunity to comment on the proposed CalTrain Downtown Extension DEIS/DEIR. We look forward to working with you as you continue through the planning process.

Very truly yours,

A handwritten signature in cursive script, appearing to read "William Barnes".

William Barnes
Principal

On behalf of a group of business owners, property owners and residents of the South Beach neighborhood.

CalTrain Citizens' Advisory Committee

RESOLUTION

Endorsing the Proposed CalTrain Downtown Extension Recommending Choices in Locally Preferred Alternative

Whereas, The Peninsula Corridor Joint Powers Board ("JPB") has studied a proposed extension of CalTrain from Fourth and Townsend Streets in San Francisco to a location closer to downtown;

Whereas, The JPB Staff has solicited the CalTrain Citizens' Advisory Committee ("CAC") for its opinion regarding the Downtown Extension and the major decisions which are to be part of the Locally Preferred Alternative ("LPA"); be it

Resolved, That the CalTrain Citizens' Advisory Committee endorses the implementation of the proposed extension of CalTrain to downtown San Francisco;

Resolved, That the CAC recommends that the JPB go forward with development of the Final EIR/EIS; and

Resolved, That the CAC makes the following recommendations on the major decisions which make up the LPA:

Decision 1: Townsend Street South alignment.

Decision 2: Long Radius/Short Tunnel.

Decision 3: Transbay Terminal Short/Medium Terminal (alternative B)

Decision 4: Townsend Site train storage yard.

Decision 5: Full AC Electrification locomotive propulsion.

Adopted this 16th day of April 1997 by the following vote:

AYES: 4

NOES: 2

ABSENT: 3



COALITION FOR A ONE-STOP TERMINAL

330 PRIMROSE ROAD, SUITE 410, BURLINGAME, CALIFORNIA 94010

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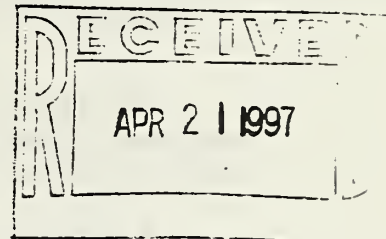
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Twichell / Associates

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Bruce L. Balshone

April 18, 1997



Ms. Marle L. Pang
Environmental Manager
Peninsula Corridor Joint Powers Board
1250 San Carlos Avenue
P.O. Box 3006
San Carlos, CA 94070-1306

Dear Ms. Pang:

The Coalition for a One-Stop Terminal recently submitted to you a resolution concerning the CalTrain San Francisco Downtown Extension Project Conceptual Design and Draft EIS/EIR. After reviewing the original resolution an error was discovered. We would like to replace the original we mailed to you with the revised resolution we have enclosed. Thank you for your cooperation. If you have any questions or concerns please contact me at (415) 343-4777.

Very Truly Yours,

Bruce L. Balshone
Executive Director

Enclosure

RESOLUTION NO. 1 (1997)

RESOLUTION OF THE COALITION FOR A ONE-STOP TERMINAL SUPPORTING THE
CALTRAIN DOWNTOWN STATION PROJECT

RESOLVED, by the Board of Directors of the Coalition for a One-Stop Terminal (COST), after review of the CalTrain San Francisco Downtown Extension Project Conceptual Design and Draft EIS/EIR, on April 15, 1997 has determined that:

WHEREAS, the San Francisco Airport Commission is upgrading San Francisco International Airport (SFIA), and an Airport Rail Transit (ART) system is included as part of the \$2.5 Billion airport project; and

WHEREAS, one alternative, (Alternative V), for the San Francisco International Airport Rail Transit system is a connection with CalTrain; and

WHEREAS, the proposed High Speed Rail system between downtown Los Angeles and downtown San Francisco would stop at the SFIA station, as well as, downtown San Francisco; and

WHEREAS, the present CalTrain station at 4th and Townsend, in San Francisco, is not a good terminal for a High Speed Rail Train; and

WHEREAS, San Francisco, a hub city for the Pacific Rim must have a world-class Transit Center; and

WHEREAS, the present location of the Transbay Transit Terminal at Mission and 1st in San Francisco is a superior location for a transit hub serving the San Francisco region,

THEREFORE, the Coalition for a One-Stop Terminal, urges the Peninsula Corridors Joint Powers Board to adopt the DEIS/DEIR for the CalTrain downtown extension and support the concept development of station Alternative 3B which can be utilized by train, bus, and future high speed rail service.

BE IT FURTHER RESOLVED that the Executive Director is directed to have this resolution introduced at the public hearing of the CalTrain San Francisco Downtown Extension on April 16, 1997.

Regularly passed unanimously and adopted this 15th day of April, 1997.


PAM RIANDA, CHAIRPERSON

ATTEST:


BRUCE BALSHONE, EXECUTIVE DIRECTOR

May 19, 1997

Green Future Environmental Club
Foothill College
12345 El Monte Road
Los Altos Hills, CA 94022

Marie L. Pang
CalTrain
P.O. Box 3006
San Carlos, CA 94070-1306

Dear Ms. Pang:

The Green Future Environmental Club, hereinafter referred to as "Green Future", at Foothill College is submitting the following written comments regarding the Peninsula Corridor Joint Powers Board's proposal to extend CalTrain from its current terminus at 4th and Townsend Streets to the Transbay Terminal site 1.2 miles closer to downtown San Francisco.

Green Future believes that potential impacts must be weighed against potential benefits of a project proposed. Capital improvements as the term implies cost money. Money is spent to provide (goods or) services, infrastructure investments make it possible to provide services and the consumer pays money in exchange for receiving (goods or) services they believe will benefit them. Goods, services and the infrastructure investments require inputs of energy. The energy industrial and post industrial societies utilize create tremendous adverse environmental impacts from both local and global perspectives.

Transportation goods, services and its associated infrastructure, as a human activity, may have the most negative environmental consequences of all of our activities. Petroleum driven motor transport, especially the ubiquitous automobile, for

inter-city travel are the dominant forms of transportation in the United States. It is from this overview that the importance of this environmental review becomes apparent.

For the purposes of commentary to follow on JPB's project proposal, the collective use of the automobile, in particular, has well-known harmful environmental impacts including 1) a voracious appetite for petroleum 2) a severe and unacceptably high rate of death, disability and disease to humans and other species (In fact, "road kill" renderings are a component of animal protein supplements that are added to cattle feed and about 85% of the in this country receive these supplements) 3) space consumptive roadway right-of-way and parking requirements and 4) the gross material requirements of this intensely marketed single occupant consumer good as well as the impacts associated with extensive service support it necessitates. In fact it is from this perspective rail commuter service can be perceived as being an alternative to the dominant mode of ground transport and CalTrain's ultimate success will be measured primarily by its ability to reduce vehicular traffic on Bay Area highways and streets and its potential to mitigate the detrimental effects of the automobile while, at the same time, reducing its own environmental impacts. One stellar example of a recent contribution in this regard is CalTrain's policy to provide at least one bicycle car (with bicycle racks) on all trains including trains traveling during commute hours. This policy has a double benefit. It reduces vehicular trips ingressing and egressing station lots on both ends of the passenger trip as well as stimulating new ridership that probably would not ride on CalTrain at all. It also reduces parking demand at station lots on both ends of the passenger's trip. Green Future hopes CalTrain will expand this extremely successful service by accomodating growing demand.

The ultimate question at hand with JPB's project proposal is to measure its value versus the costs to undertake the project and to compare that evaluation to other alternatives and their benefits and costs. There are two ways to minimize environmental impacts of CalTrain: one is to maximize passenger loads and the other is to reduce pollution output. Green Future will address the latter first. This project proposal's goal is to move the CalTrain terminus to the 60 year old Transbay Terminal. Unfortunately, the Transbay Terminal may be torn down in the near future. The uncertainty of the Transbay's Terminal's future existence was quite apparent by the public comment given at the NEPA scoping hearing conducted by the Metropolitan Commission on the Bay Bridge's retrofit rebuild proposal at the San Francisco's Board of Supervisor's hearing room. Green Future questions the value of extending CalTrain's terminus to a building whose status is clouded. But given that the Transbay Terminal building had a secure future, Green Future still questions how long it will take the incremental increases in ridership to offset the environmental costs of

the proposed 1.2 mile extension towards downtown. How long ,and how many extra passengers will CalTrain need to draw (who shift from single occupant autos) ,before the energy costs associated with the capital project is paid back? Would a service (similar to CalTrain's Airport Shuttle) where passengers are shuttled between 4th and Townsend and BART and/or a transit terminal be more cost effective and have fewer energy and environmental impacts?

Green Future believes that having the JPB pursue the following alternatives will both reduce pollution output and increase ridership more dramatically than the current modest proposal JPB has put forth. First, JPB should electrify the CalTrain line on the Peninsula Corridor . In particular, we suggest using direct current (to avoid the low level electromagnetic pollution associated with alternating current). LIRR, the commuter rail line that operates the largest passenger service in the nation, runs on direct current. Because northern California's sources of electrical power production are considerably cleaner than electrical generation in other regions of the United States conversion from diesel powered locomotives to electrically driven engines will have a significant beneficial impact on air quality. Second, JPB should set loftier goals and proposed extending its rail line to the Jack London Square Amtrak Station in Oakland via the Bay Bridge earthquake retrofit rebuild proposal that is also currently being reviewed. By including two standard gauge railroad tracks and the associated direct current electrical infrastructure in the design process of the Bay Bridge rebuild, the costs of extending CalTrain service to Oakland and Berkeley would be minimized. The JPB Board has to act on this immediately and communicate their desires to Caltrans and the Metropolitan Transportation Commission just as bicycling organizations in San Francisco and the East Bay have done to ensure inclusion of bicycle access to the rebuilt Bay Bridge.

Increasing frequency of service increases passenger load demand. Pursuing a CalTrain extension from San Francisco to Oakland and Berkeley, in other words, tying two major metropolitan areas together, would provide a huge increase in CalTrain ridership potential, that would make an increase in frequency of train service realistic.

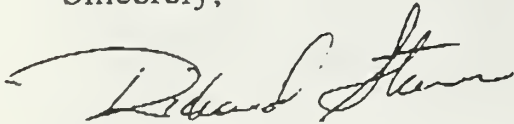
There are other advantages to a CalTrain extension to the East Bay:

1. BART runs at full capacity during rush hour between Oakland and San Francisco. The San Francisco Bay is a limiting factor in transportation accessibility. CalTrain could service the latent demand for public transportation needs across the Bay.

2. The East Bay communities of Oakland and Berkeley and the Peninsula Corridor cities will both benefit (fiscally, culturally and socially) tremendously from direct commuter rail service between them.
3. By extending CalTrain over the Bay Bridge , the actual location of a station closer to downtown San Francisco will be determined by the routing of the tracks to the Bay Bridge and not so much by the vagaries of political whim.
4. With the Bay Bridge link completed, it would be a realistic goal to include future expansion plans for a CalTrain commuter service running down the East Bay to San Jose on the Capitol Route that Amtrak currently services. Achieving this would create a ring of commuter rail service around the Bay , a goal public transit advocates have had for years. Ultimately CalTrain could serve the entire length of the Capitol Corridor with the added benefit of the direct link to San Francisco.

In conclusion, Green Future believes inclusion of electrified rail on the Bay Bridge earthquake retrofit rebuild project proposal provides a once-in-a lifetime unprecedented opportunity for CalTrain to dramatically improve service to the public at a minimum cost. Remember the Bay Bridge had rail lines on the lower deck for over twenty years until 1958. Electrification of the Peninsula Corridor will modernize the line providing faster, more efficient and cleaner service just as has occurred on Metro North's New Haven line and will be occurring on Amtrak's New Haven to Boston coastal corridor. Green Future hopes the Joint Powers Board will act affirmatively on this commentary and begin to negotiate with Caltrans and the MTC (designs for two standard gauge railroad tracks also need to be incorporated to the western end between Treasure Island and San Francisco) to extend CalTrain to Jack London Square. The cost of not doing so will mean a continuation of a highly auto dependent culture in the Bay Area.

Sincerely,



Richard Stowe

President, Green Future Environmental Club

Green Future would appreciate having the JPB respond to this written comment.



LEAGUE OF WOMEN VOTERS OF SAN FRANCISCO

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RECEIVED

APR 28 1997

April 20, 1997

Ms. Marie L. Pang
Environmental Manager
Peninsula Corridor Joint Powers Board
1250 San Carlos Avenue, P.O. Box 3006
San Carlos, CA 94070-1306

Dear Ms. Pang,

Thank you for giving us the opportunity to respond to the Caltrain San Francisco Downtown Extension Project Conceptual Design and Draft EIS/EIR. Our comments are listed below.

Sincerely,

Sarah M. Diefendorf
League of Women Voters, San Francisco

COMMENTS ON THE CALTRAIN SAN FRANCISCO DOWNTOWN EXTENSION PROJECT CONCEPTUAL DESIGN AND DRAFT EIS/EIR

A. Project Description

1. It is difficult to determine what the project is because there is no precise project description. There is also no preferred project which the reviewer may analyze.
2. According to CEQA, the proposed project must have a precise location and boundary, but the Caltrain Extension Alternative is, in fact, several alternatives with several alignments and boundaries.
3. This DEIR can hardly be considered valid when the public will never have the opportunity to comment on the locally preferred project. Why will the locally preferred project be chosen only after the public review period has ended? The preferred alternative should be introduced in the Draft EIR not the Final.
4. Why did the JPB decide to go ahead with the DEIR when they had no defined project?

B. Market Demand Study

1. According to the Market Demand Study, there would be a projected increase of 9,400 new daily riders if the speed of the trains was increased by 25 percent. The extension to the Transbay Terminal would produce 11,150 new daily riders — the difference being 1,750 new daily riders. With an initial estimate of approximately \$650 million for the Caltrain Extension, wouldn't it be more cost-efficient to simply speed up the trains?

C. Environmentally Superior Alternative

1. What is the environmentally superior alternative? Under CEQA, an alternative other than the No Project alternative must be designated as environmentally superior.

D. Summary

p. S-24: S-5.1 Selection of a Preferred Alternative with Sub-Options

1. This paragraph should be up-front and stand alone so that the reader understands how this unorthodox DEIR is being presented. Since there is no project description or preferred alternative, it is extremely unclear to the reviewer that JPB will select a preferred alternative only after the DEIR has been circulated. If the reviewer misses this small paragraph the sub-option approach is extremely confusing.
2. Again, it is unclear how this sub-option approach, as opposed to a clearly defined project description, complies with CEQA.

E. Socio-Economic Analysis

1. The DEIR deals only with impacts from those businesses which would be replaced. Because the project will take at least half a decade to complete, disrupt local neighborhoods and remove roughly 900 spaces of available parking, what impact will the project have on other local businesses?
2. What is the likelihood that businesses which depend on local foot traffic for customers, will be able to survive such a long construction period?
3. Based on similar long-term construction projects in other urban areas, how many and what types of businesses are likely to fail due to this disruption?
4. While we applaud the proposed Pre-Construction Business Survey (p.5-6.3), it is unlikely that the potential mitigations can adequately respond to all project area businesses — some will probably fail.

F. Chapter 1

p. 1-8, paragraph 3

1. According to the DEIR, there is a “perceived lack of security and safety” at the existing Caltrain station during the winter months. Does this perception translate into reality? What are the statistics on criminal activity at the station and how does that compare with other stations in the region?

p. 1-12/1-14 Commute Patterns to Downtown San Francisco

1. The discussion of commute patterns to San Francisco includes statistics (ie., 61 percent of SF residents commute by transit; 55 percent of East bay commuters to SF travel by transit) seem extremely high. What are MTC's or ABAG's numbers on commute modes to San Francisco?
2. Why doesn't this DEIR use MTC's or ABAG's numbers as opposed to a memorandum from the San Francisco Planning Department?
3. Why is this memo not included in the appendices?

p. 1-14, paragraph 4

1. The DEIR refers to the increase in reverse commuters from San Francisco to South Bay jobs. How many San Franciscans currently participate in the reverse commute and what increase is expected for the South Bay?
2. What percentage is that increase of total reverse commuters and total commuters from San Francisco?

G. Chapter 3

p. 3-23, Figure 3.2-2 - Traffic Study area

1. Why is the traffic study area limited to the proposed alignment of the extension? It is extremely hard to believe that five years of construction along the Caltrain Extension alignment, coupled with potential traffic from the new baseball stadium construction and games, as well as ongoing construction at Mission Bay, will not severely impact streets outside the study area, especially around Yerba Buena Center and Moscone Center.
2. The DEIR should expand the study area to include the region bounded by and including the following streets: Market, 6th, Townsend and 2nd.

H. Chapter 5

p. 5-32, Table 5.8-3

1. Why are the ground-borne noise and vibration projections in Table 5.8-3 based on speeds of between 40 and 50 mph? Will trains be traveling that fast after they enter San Francisco?
2. What would be the impacts at lower speeds?



9 1997

COUNTY COUNCIL
LEAGUES OF WOMEN VOTERS OF SAN MATEO COUNTY

May 8, 1997

Ms. Marie L. Pang
Environmental Manager, San Francisco Extension
Peninsula Corridor Joint Powers Board
1250 San Carlos Avenue, P.O. Box 3006
San Carlos, CA 94070-1306

Comments on CalTrain San Francisco Downtown Extension Project DEIS/DEIR

The Leagues of Women Voters of San Mateo County and Santa Clara County believe that CalTrain service between San Francisco and Gilroy is an important part of the regional transportation system. We have supported the Downtown Extension from the time the Southern Pacific operated the passenger service. We would like to see a transit network with convenient intermodal connections. CalTrain needs to be faster, more frequent, and more efficient; the service should be electrified from San Francisco to Gilroy, and the extension should preserve the possibility of High Speed Rail service to San Francisco.

While we are glad that the CalTrain Downtown Extension DEIS/DEIR has been released, we are disappointed by what we perceive are many deficiencies in the document. We will address some of these deficiencies in these written comments, with the hope that the JPB will select a preferred alternative from the menu of options presented, and will authorize development and completion of the FEIS.

We urge the JPB to proceed with the FEIS for the simple reason that, if it does not, the project will be "shelved" and a much-needed link in the region's transit network will not be constructed. This happened in 1991, and the delay has cost money due to inflation, congestion relief has been delayed by several years, and the public must bear the economic and environmental costs of having an incomplete public transit system.

It is important to authorize the FEIS in order for the JPB to guarantee easements to provide a Right-of-Way, whether construction takes place in the near or long term future.

We are very concerned that the improvements included with the No-Build alternative do not include Full System Electrification. The JPB Resolution 1994-8, which authorized this DEIS/DEIR study, included electrification specifically to be studied, and the LPA selected for further study in 1995 included electrification with both downtown extension options then being considered. Cost aside, why has Full System Electrification not been included in the Build and No-Build alternatives?

The DEIS/DEIR does not present a defined project for the public to comment on. Not only will the JPB select from several available options for the location of the project and its funding scenario, but also the study area itself has not been defined by this document. The Traffic Study Area (Figure 3.2-2, page 3-23) is not the same area as the Parking Study Area (Figure 3.3-1, page 3-33). Both of these are different from the Project Area shown on the colored map of Land Uses (Figure 4.1, page 4-2) and other maps showing the Project location (Figure 1.2-1, page 1-3, Figure 2.1-1, page 2-2) and the Study Area Census Tracts (Figure 4.2-1, page 4-9).

This lack of consistency of the area(s) being studied for impacts makes it very difficult to evaluate combined (cumulative) impacts and the effectiveness of mitigations. It also makes it very difficult for the JPB to identify the impacts of any combination of options which they may select as the Locally Preferred Alternative.

The DEIS/DEIR does not state, when discussing construction impacts, whether or not any of the other projects planned for this part of San Francisco will be under construction (adding their construction-related impacts of traffic and noise) at the time of any of the construction scenarios for the CalTrain Extension or for the Transbay Terminal demolition and construction.

Hazardous Materials

The information provided in this DEIS/DEIR is inadequate in that it gives insufficient detail about the contaminants at each potential hazard site and which section of the project is affected. The JPB would benefit from an analysis organized according to the section of the project impacted, first listing direct impacts, then indirect; sites that have no impact should be listed last.

Since the extent of contamination of many sites will not be known until excavation is begun at the particular site, complete mitigation plans cannot be made in this DEIS/DEIR. We do note that some of the sites pose possible worker safety issues for cleanup.

In addition to the mitigations suggested, where a responsible party has been identified by the Regional Water Quality Control Board or the Local Oversight Agency for site and ground-water cleanup, the RWQCB or LOA should be required to expedite the investigation of the hazardous materials sites and their remediation for sites that have direct impacts on the project, and to investigate the current status of investigations and cleanups of sites with indirect impacts. These sites could be cleaned up prior to start of construction, with the cost of such cleanup borne by the responsible party, especially if construction would not begin until after 2005. Direct impact sites that would be most appropriate for expedited cleanup are the San Francisco Iron Foundry (site 24), Southern Pacific Transportation (#29), and Flair Electro Sales (#34), since they affect more than one segment of the project.

Since San Francisco favors Option A, Bus Terminal at Main-Beale Site, and soil excavation is required for use of this site, additional investigation of the actual site is recommended. Since it may be several years before construction begins at some other identified hazardous materials sites, natural attenuation will resolve many cases of UST fuel leak contamination, under current RWQCB policy. The FEIS should state how hazardous materials cleanup will be carried out.

Energy

No overall comparisons of energy consumption with or without the extension are included in the DEIS/DEIR, although some specific aspects are addressed. Sections 5.19.2 and 5.19.3 project decreases in peak-hour vehicle travel and in numbers of SamTrans and Muni buses used, but give no estimates of energy savings in BTUs.

Section 9.5 says that the CalTrain Downtown Extension would reduce VMT within the region compared to No-Build, thus reducing fossil fuel consumption. Full System Electrification would cause further fuel reductions. However, no quantitative figures are given to demonstrate the magnitude of such reductions, so no assessment can be made of the positive environmental impact, which could help determine which option would be the environmentally preferred alternative.

Safety and Security

This DEIS/DEIR cites a "perceived lack of safety and security" that "emerges during dark winter months when the present CalTrain Terminal may seem particularly remote or cold."

No data are presented regarding safety and security incidents at this or any other station along the line, what type of safety and security measures are in place, and how CalTrain stations compare to other rail transit systems in these respects.

Expanded train service will increase the need for effective security measures. Visibility of security personnel and devices is of prime importance, but the document does not describe security arrangements. It is apparent that both safety and security depend on cooperative arrangements with city agencies (police, fire, sheriff) as well as other transit agencies using the properties. Projected response times for services coordinated by the Mayor's Office of Emergency Services are not provided; it is also not clear which of the services would be maintained in the event of a disaster.

Grade crossing safety is a major issue. The Extension would greatly alter street crossings in the project area. The DEIS/DEIR recognizes that the California Public Utilities Commission has jurisdiction over approval for grade crossings, and has stated its desire for no additional grade crossings. The document fails to discuss any alternative designs for street extensions are Berry, King, Fifth, or Sixth streets, should the CPUC not grant approval of those crossings. The only safety measure cited is signals!

Noise and Vibration

Existing Noise and Vibration (ambient) levels are provided, and the additional levels attributed to the project are shown in Table 5.8-3. The latter levels are well below the ambient, but there is no way to know whether the sound levels are added for a total impact (in most cases, the result would be well over "acceptable" levels) or if the combination of sources of noise and vibration produce levels higher or lower than the acceptable levels.

Although Table 2.3-2 cites train speeds of 20, 30, or 40 miles per hour for the three curves in the mined tunnel section of the project, the train speeds cited for the three different radii of the curves are 40 and 50 miles per hour. These speeds seem to have been chosen in order to utilize the general curve in the FTA manual for extrapolation to the project. Information provided elsewhere indicates that the train speeds on these curves will be well below 40-50 mph. Information should be provided for noise and vibration effects at the speeds applicable to this project; it is unclear whether lower speeds would have a greater or lesser negative impact. This information should be available in order to select the environmentally superior alternative. The increase in Noise events due to more trains should be noted as an effect that will negatively impact the Peninsula.

Air Quality

Regionally, reductions in daily emissions, the same for No-Build as for Build, are only incremental, with only about a one percent decrease in VMT. At intersections measured in the project area, either Build or No-Build would improve air quality, due to system improvements, again, only incrementally. However, emissions due to the operation of the train are dramatically changed by Full System Electrification. This beneficial impact could justify the additional capital investment needed for electrification. Additional study data should be presented in the FEIS.

Construction-related and Long-term Impacts on Traffic and Transit due to the CalTrain Downtown Extension and Transbay Terminal Relocation

The writers of the DEIS/DEIR seem to assume that because the proposed projects are within a densely built urban area, construction projects are a normal part of the daily scene, to which people adapt easily. We are concerned that because this is such an urban area, the streets in the project area carry heavy commercial traffic as well as automobiles and Muni vehicles. The addition of large scale, multi-year construction projects that will add over 500 trucks each day to the local streets will have serious negative impacts on traffic flows, pedestrian safety, noise levels, and viability of businesses in the project area.

At least two other major developments are expected to be under construction for at least several months coinciding with the CalTrain Extension and Transbay Terminal construction projects (Mission Bay, ballpark). Planned Muni improvements may or may not be completed on schedule. The effects of these likely impacts have not been addressed in any quantitative way.

Section 9.3.2, page 9-7, Local Context, refers to "Reasonably foreseeable future projects," but the projects listed in the referenced Section 2.2 are all transportation-related projects, not developments that would generate or attract traffic. The significance, or lack of, of impacts of the CalTrain and Terminal projects is determined to "not result in significant cumulative effects with the impacts identified in local planning documents or environmental studies." This is not quantitatively documented.

Differing definitions of areas being studied for impacts makes it very difficult to evaluate combined (cumulative) impacts and the effectiveness of mitigations. It also makes it difficult for the JPB to identify the impacts of any combination of options they might select as the LPA. Failure to extend the study of traffic impacts to include all of the area studied for parking impacts, which are closely related impacts, is but one glaring inconsistency; failure to study both traffic and parking impacts throughout the project area, especially during the construction periods of these projects, is a gross omission of data which could provide useful information. There would be no concern if the projects were being built in an isolated area, where no other projects might also provide traffic and parking impacts within the Extension Project area.

Table 6.4-1 (page 6-27) displays Delay LOS for several signalized intersections under normal conditions, for No-Build and the several options for a new Transbay Terminal. There should be such a table for LOS under construction conditions, particularly since there will be street closures of varying duration throughout the construction area, as described in Table 6.23-2, page 6-69. Temporary closures of some streets will cause traffic to shift or to be directed to other streets in the project area.

Table 6.4-2 (page 6-30) shows intersection delay and LOS with and without "incidents." The data are for Option D, the least favored option, regarded as perhaps the least likely to be built, and is said to present "worst case" impacts. LOS for intersections using Option A, the favored location, should also be analyzed for the FEIS, because Table 6.4-1 shows worse LOS under Option A than under Option D for many intersections under "normal" conditions. Extrapolation of Option D information to Option A is not a valid comparison, since these two options are in different locations and streets would be impacted differently. Mitigations appropriate for Option D may not be effective for Option A.

Street closures due to construction of the CalTrain Extension are described on pages 5-61 and 5-62, and in Table 5.20-2. Again, there is the same lack of information problem. There is no data on existing traffic flows for street and intersection LOS, the number of lanes available prior to construction, in each direction if for two-way streets, the resulting congestion during construction with and without construction-related vehicles. Although some automobile drivers might use transit, most would likely seek alternate routes within the project area, thus degrading the LOS of even more streets.

Truck haul routes (Figure 5.20-8, page 5-81) touch nearly every street and major intersection in the project area. Additional inconvenience is likely to occur in the vicinity of contractor staging sites. An accurate estimate of these site-specific impacts should be provided.

The FEIS should contain a separate table detailing mitigation costs, for the CalTrain Extension and for the Transbay Terminal Relocation, for noise, hazardous materials, traffic, parking, and other impacts described in the DEIS/DEIR.

Fiscal and Economic Impacts

Section 6.11, Fiscal and Economic Impacts, discusses impacts on businesses located in the project area, but focuses the discussions on the loss of parking lots and the revenues derived by the city from these businesses. In fact, numerous other businesses would need to be temporarily or permanently relocated (although it is uncertain how a parking lot could be relocated), and, if not relocated, face an indeterminate period of inconvenience, with the likelihood that the businesses would suffer economic losses. Section 5.2.2, page 5-9, hopefully says that "most businesses should be able to relocate within the study area." The FEIS should more thoroughly document the extent and nature of displacements (the casual survey mentioned could be quite inaccurate).

Parking

The discussion of Parking in the DEIS/DEIR sharply contrasts San Francisco's "transit first" policy with plans for increasing parking capacity for several Peninsula stations. San Francisco expects a need for 2000 fewer parking spaces as a result of increased CalTrain ridership; this will more than offset the loss of 900 spaces in the parking lots removed due to the project.

The DEIS/DEIR explains that the parking expansion it discusses would NOT be constructed under the No-Build alternative. The CalTrain Market Demand Study (March 1997) projects ridership increases with what would be No-Build improvements, and cites a shortage of parking spaces to accommodate increased demand, based on estimates that currently 41% of CalTrain riders drive to and park at the station, and another 13% are dropped off at the station: 26% walk (northbound weekday riders surveyed).

The DEIS/DEIR cites a need for an additional 1800 parking spaces at Peninsula stations (Table 7.1-1). On page 7-1, we read, "Of these mitigation options, parking expansion is considered to have the greatest potential to result in additional environmental impacts at stations." The other mitigations for increased parking demand are to improve feeder bus services and other station access modes and to implement traffic demand management strategies.

If parking expansion is, itself, a negative impact, we fail to understand why Chapter 7 discusses only how to provide for more parking and does not address the improvement of feeder bus services or TDM strategies. Without such a discussion, the JPB is unable to assess whether or not \$35.5 million (1995) dollars should be spent for parking expansion, or whether the money would be better spent for feeder buses and/or TDM.

The only mitigation suggested for the negative impacts of expanded parking facilities is some signage to direct traffic to less congested streets. While air quality may improve incrementally in San Francisco due to the reduction in automobile parking, the opposite effect could be expected near Peninsula stations. However, no mention or analysis is made of this.

CalTrain participates in funding shuttles to employment centers from its stations. These shuttles have been proven to be cost effective, as they have resulted in additional new CalTrain riders (as well as reducing the need for parking spaces at the place of employment). What is missing is a transit link to train stations from residential areas, so that parking will not be needed for so many automobiles. Santa Clara County plans to add 150 buses to its fleet of 460, while also developing its light rail system. San Mateo County is reducing its bus services as rail transit is added. It is not surprising that all but 345 of the new parking spaces would be in San Mateo County.

The FEIS should provide for mitigation of the negative impacts of the proposed parking expansion at Peninsula stations. There are at least four other possible mitigations available:

1. Adopt a "transit first" policy in communities along the entire length of the CalTrain commuter line, and/or develop such a policy for the entire counties of San Mateo and Santa Clara.
2. The JPB could work with the county transit agencies to increase feeder bus services to rail transit stations, to encourage public transit trips for home-to-shopping, schools, needed services, and social and cultural events.
3. The JPB could work with other transit agencies to mount a campaign to educate automobile drivers on the real costs of driving and the economic benefits of transit.
4. The JPB and other transit agencies could sponsor/support legislation, such as a regional gas tax or sales tax, to provide funds for transit as well as CalTrain improvements and extension.

Financial Analysis

The Financial Analysis presented in the DEIS/DEIR is confusing and incomplete. It is difficult to compare one funding scenario to another because project costs and funding sources are not stated consistently in constant year dollars. Five different reference years are used (1987, 1995, 1996, 2002, and 2006). The Base Case costs are correctly inflated at 3.5% per annum, but the Long Term Financing Scenario does not appear to inflate the RTP and Santa Clara Measure A funds.

In the discussion, Section 12.4.4 (page 12-13) names costs for CalTrain System upgrades, but year dollars are not referenced. The Interim Improvements Funding Scenario is discussed in terms of the 1998 RTP, but the reader is unable to determine if the figures are in Base Case year or inflated to 1998. To add to the confusion, the figures in Table 12-4 do not correspond to the figures used in the discussion that refers to the table.

Section 12.5 projects Operating and Maintenance Cost Financing for the year 2010, but again, dollar year is not referenced.

Financial feasibility is made very uncertain due to the projected use of revenue sources that are not now programmed for this project or, in some cases, do not even exist (possible 20-year regional gas tax allocation). It is inappropriate to consider San Mateo County Measure A grade crossing funds being diverted to the project, because the grade crossing separations are needed to ensure the feasibility of going to 86 trains per day service while maintaining safety along the line and enabling cities to continue traffic flows along heavily used streets. The use of Santa Clara County Measure A funds is still uncertain, with the legality of the measure still being challenged in court and no allocation to the project having been made by Santa Clara County.

We are hopeful that MTC will honor its Resolution 1876 commitments to the CalTrain Downtown Extension and will program the Section 3 Fixed Guideway funds for the years needed by the project, as well as STP and RTP funds; we are aware that there are many projects competing for these funds in this region, and that the necessity to delay the project until at least 2005 increases the uncertainty about how much can be allocated, and over what period of time.

This brings us to another problem with this financial analysis. Two items would provide the needed clarification: a cash flow analysis and a bond repayment plan. There should be a cash flow projection for the five year project duration. Both capital spending and financing cost matched against expected funding sources will help to assess the funding gaps.

Additionally, the operating revenue and cost analysis discussion should be expanded in the FEIS. If the cost benefit of this project is to be evaluated from construction to operation, the operational impact must be demonstrated over a reasonable time period.

Financial feasibility of the project is a critical issue, made more critical by political uncertainties in San Francisco and the region. The project deserves a serious, in-depth analysis of financial feasibility and impact. The JPB must have a critical assessment of the probability of timely receipt of projected revenues from all sources. The public must be assured a reasonable return on the investment of public funds, accounting for all economic, environmental, and societal costs. Funding agencies need to be certain that there is a funding scenario that can produce a viable project.

Conclusions

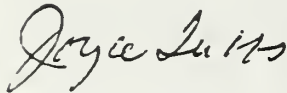
In conclusion, the Leagues of Women Voters of San Mateo County and Santa Clara County repeat our long held position that there should be a regional transportation and transit network with good feeder services, integrated with land use, which is efficient, safe, convenient, and cost effective. The CalTrain Commuter Service and Downtown Extension are important parts of the regional transit network.

We have supported the preservation and improvement of the Peninsula Commute Service, or CalTrain, from the time it was part of the S.P. Its potential to provide an effective transit solution for our increasingly urbanized Peninsula must not be underestimated. Full System Electrification is an essential element of any program to upgrade CalTrain service that includes improvements planned for either the Build or No-Build alternatives.

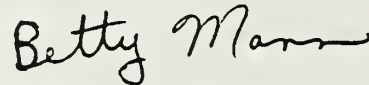
Our expectation for successful implementation of both BART and CalTrain service as integral and complementary parts of the regional transit network is tempered by the unfortunate reality that there simply is not enough money available to provide transit extensions and

and improvements on a timely basis. The resultant delays escalate costs and generate public reluctance to fund and use transit.

We urge the JPB members to work with their respective city and county constituents to assure that the CalTrain Downtown Extension is supported as a Peninsula and regional priority of the utmost urgency. Each county will derive economic benefit from the improvements in commuter mobility, air quality, and access to jobs, housing, and services. When political and popular will exist to respond to a public need, a way can be found to provide the financial solution. We look to the JPB for leadership at this important juncture in CalTrain history!



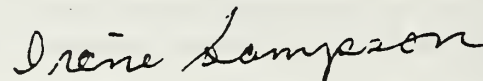
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Peninsula Rail 2000

the bay area's transit consumer group

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<http://www.rail2000.org>

Comments on the CalTrain Downtown Extension Draft EIR/EIS

Ms. Marie Pang, Environmental manager
Peninsula Corridor Joint Powers Board
1250 San Carlos Avenue
P.O. Box 3006
San Carlos, CA 94070-1306

May 9, 1997

Dear Ms. Pang,

Peninsula Rail 2000 requests that the JPB adopt the present Draft EIR/EIS and develop a Final EIR/EIS. We also urge near-term completion of system-wide electrification, especially if the downtown extension must be phased or postponed.

We believe that the JPB and other concerned agencies have been making pessimistic assumptions about prospects for funding and political support for the downtown extension. We are convinced that political support for this project could be greatly strengthened (in view of the vast benefits of this extension and upgrade of the CalTrain system) compared to far fewer benefits at greater cost for the BART Colma-to-Millbrae extension. With political support, most of the funding problems would disappear.

We believe that an extension into downtown San Francisco will add far more than the 4500 new riders suggested by the ridership model. Results of CalTrain ridership modeling were highly constrained by unfair assumptions of limited CalTrain service frequencies and parking at stations. We request that these studies be redone with the faulty assumptions rectified.

San Francisco is a world-class city and deserves a world-class transit center where all regional carriers would connect. CalTrain and future high speed rail should terminate in a world-class transit center--not Fourth and Townsend. Despite the revival of the 4th and Townsend neighborhood, the Market Street area will be the primary destination of regional passengers for decades to come.

In response to the questions on the options for a Final EIR/EIS, PR2000 recommends the following:

1. Townsend Street alignment: **Townsend/south side**

Because of less construction, lower cost and obstruction to side streets.

It is not in the middle of the street like Townsend center which puts vehicular traffic on both sides of the station. Townsend south has a better station to serve crowds returning from the stadium because it has 3 tracks--one or more of which can hold waiting trains. Townsend south also has one less grade crossing than Townsend Center. The long tunnel along Townsend with a portal at 7th is very expensive, and essentially eliminates the possibility of a Townsend station for serving Mission Bay and the new stadium.

2. Mined tunnel alignment **Long radius**

Because of lower cost, shorter tunnel and higher speeds through the tunnel.

The long radius, short tunnel has the lowest cost and the highest operating speed (40 mph vs. 20-30 mph for the other 2 alternatives). The long radius tunnel also results in the least excavation volume and hence the least truck traffic during construction. Also, a long radius will not have the wheel-squeal which results from wheel scraping against rails on a short radius track.

3. Transbay bus terminal location **B--Transbay Short & Medium**

We prefer the tightest coupling of the bus and rail terminal possible.

We also want to see the alternative with the maximum potential and suitability for joint development and retail. PR2000 has long supported the co-location of the bus and rail terminals for these reasons.

4. Storage yard location **7th and Townsend**

We prefer this location because it offers lower operating costs due to the yard being double ended and somewhat closer to the downtown terminal (making the deadhead runs between yard and terminal shorter).

JPB has a permanent easement to run trains on the site of this yard, and this site is currently occupied by JPB tracks. The other site--under 280--would not allow for a double-ended yard (trains would have to enter and exit from one end only) and interferes somewhat with plans for a Muni yard.

5. Propulsion system **Full electrification, 25 KV AC**

Because this provides for system-wide improvements, higher speeds, quieter trains, and lower costs.

The operating cost estimates do not include reduced power costs from regenerative braking or the recent PUC deregulation of electrical power providers that could be as much as 40% lower costs than used in this study.

If dual mode is selected, we strongly recommend that 25 KV AC be used, so that power infrastructure would be compatible with high speed rail.

The fully electrified system has enormous benefits (increased speed, reduced running times, dramatically reduced noise and air pollution, reduced operating cost, increased reliability) over the dual mode proposal. Since the present locomotives must be replaced by the year 2005, why are they included as part of the cost of the downtown extension?

Electrification should be fast-tracked

If for any reason, the downtown extension must be phased or postponed, Peninsula Rail 2000 urges that system-wide electrification be made the top priority and considered for immediate implementation. It will do more to bring CalTrain into the age of modern, efficient high speed transportation than any other major capital improvement. It will make the downtown project attractive to people in downtown San Francisco who picture CalTrain's noisy, polluting, diesel locomotives. Electric propulsion is mandatory for any downtown extension involving an underground terminal. Because it accounts for 20% to 30% of the project costs, system-wide electrification will make any future attempts towards the extension far more affordable.

Ridership predictions are highly suspect

We have serious concerns about the DEIR/DEIS/S ridership modeling. Why were only two very limiting and anemic schedules, 60 and 86 trains, modeled for this half-billion-dollar project? Why wasn't the CalTrain downtown extension modeled with a 208-train schedule--the current frequency of BART at the Colma station? Or, why wasn't the BART-to-SFO/Millbrae extension modeled with a 60-train schedule--the current CalTrain schedule? The maximum operating scenario modeled is only 86 trains, a mere 10 round trips more than this July's still-anemic 66-train schedule. Is there any surprise that assumed ridership gains from the downtown extension are so modest?

One has to question the credibility of modeling which shows no ridership differences or effects between a 60- or an 86-train schedule at numerous stations on the CalTrain line. Furthermore, the model suggests that there is NO ridership effect between build and no-build at stations south of San Jose on the Gilroy extension.

An additional flaw in the models concerns parking at stations. BART plans to provide 7,500 free parking spaces at Colma, South San Francisco, San Bruno and Millbrae stations. This exceeds the 5,103 (current) and 6,934 (planned for 2010) spaces at ALL 22 CalTrain stations from South San Francisco through Tamien considered in the DEIR/DEIS/S. While PR2000 does not advocate large, obtrusive free parking facilities at train stations, no valid comparison is possible without assuming comparable station parking scenarios.

We suspect that the models used were weighted to favor high frequency and bountiful parking. We infer that this is why the model showed NO ridership difference between a 60-train or an 86-train schedule at mid-line stations such as Belmont. This suggests that the model assumes that additional frequency yields no additional ridership if the parking is already full. This also implies that walk-up, drop-off, bike-to-train and bus-to-train ridership was ignored by the model. If this is the case, we feel that these assumptions are gross errors, and the ridership modeling must be redone.

We request that the JPB hire an "out-of-area" consultant to evaluate the ridership figures for the downtown extension. The FTA uses Charles River Associates of Boston for most of the FTA projects. We advise that the JPB hire Charles River Associates to estimate the number of riders that would use CalTrain if it were to be extended into downtown San Francisco.

Costs overestimated

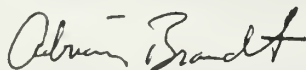
We believe that electrification capital costs are probably \$40 million less than stated in the DEIR/DEIS/S. For example, the DEIR/DEIS/S states that the present locomotive fleet is due for replacement around the time the downtown extension would be built. This cost would therefore be incurred in the no build alternative, but not in any of the build alternatives. In view of these considerations, this locomotive replacement cost should be subtracted from each of the three propulsion mode choices. In addition, we believe that \$15 million can be saved by purchase of three fewer locomotives because only 20 would be necessary for an 86-train schedule. We also believe that signaling upgrade costs are overestimated by \$10 million and that electric power costs are overestimated by 40% to 50%. We cite additional likely cost overestimates for electrification in the appendix at the end of this letter.

Conclusion

The fundamental purpose of upgrading CalTrain is to provide an alternative to the automobile, NOT to bow to political pressures that undermine this goal. We are counting on the JPB support for this project--central to our only chance for a modern, efficient alternative to the congested highways of the Peninsula corridor for the next 30 years. Our organization and our affiliates are very frustrated that BART is capable of using politics rather than efficiency and cost-effectiveness as de-facto criteria for public transit.

In the coming years we expect to see increased awareness of the greater benefits of the downtown extension along with the full upgrade of the 77-mile CalTrain system--at no more cost, possibly even less--than extending BART a mere eight miles to SFO/Millbrae. We are convinced that the fact of this comparison has plagued efforts to secure funding for the latter project. We believe that true political support for CalTrain can become reality and would hold greater promise for regional mobility. We have also seen progress with plans to bring high speed rail to downtown San Francisco using the same extension. In view of these developments, killing this project could prove to be an untimely, monumental blunder.

PR2000 is convinced that, with greater awareness of the merits of CalTrain, and a vocal champion from San Francisco, the downtown extension and a multi-modal transit center will happen!



Adrian Brandt, President
Peninsula Rail 2000

Additional Comments about Full Electrification

PR2000 believes that the analysis and comparison of the propulsion mode capital and operating costs are in need of further clarification. For example, the difference in cost for 86 trains between the no build and the build options under the "Timetables & Tickets" item is \$700,000. Furthermore the analysis of propulsion includes the description of public address systems and communication systems that do not relate to propulsion mode. The operation costs include more than 40% of its costs to a category of "Other." If it is not "Labor," "Materials" or "Services" then "Other" needs greater explanation.

Number of Locomotives

The capital costs for electrification include the amount for 23 electric locomotives and the same number of diesels or dual-mode. One of the main advantages of electrics are their reliability and power such that not as many electric units are required to provide the same level of trainsets to cover for identical frequencies. Twenty electric locomotives could easily handle the proposed 86 train schedule. Capital costs should be reduced by \$15 million for a proper number of locomotives.

Contingency costs?

We also believe it to be inaccurate to apply contingency costs to locomotive procurement. Since these costs are known from present day practice and offer little uncertainty in the world market level. This also reduces the capital costs by \$15 million.

Overestimate on signaling

The amount attributed to modifying the signaling system so as to accommodate electric currents in the rail is \$20 million. At the industry average of \$160,000 per crossing, that is enough to fully replace 125 grade crossings! There are only 56 crossings from Gilroy to San Francisco. For the purposes of this project, some of the electronics may need to be enhanced, but certainly not \$20 million worth--half that amount at the very most.

Number of substations

The DEIR/DEIS should take into consideration additional reductions due to current upgrades for grade separation projects and relocation of track for the BART/SFO extension. Relocation of the power substations approximately 5 miles south of the proposed locations would eliminate the need for the one at the San Francisco end of the line. This is a savings of \$2.5 million directly. By relocating the substations, CalTrain could have access to the reduced cost of power that municipal power companies in Santa Clara and Palo Alto provide and would eliminate the costs of a 1 mile conduit in San Francisco. No consideration of combining substations with the BART/SFO stations appears, yet ridership numbers include the BART/SFO project as being in place. Since BART receives discounted power (40% less) and the combined substations would reduce costs, these reductions need to be included in this analysis.

Total capital overestimate may be \$40 million

The combined savings of these items reduces the total cost by \$40 million. Since new locomotives will be required at the end of life of the existing fleet, the real costs are the construction and management cost of about \$125 million. One major aspect of these costs that this study overlooks is the length of time that these improvements will be in affect. Catenary and power structures on the east coast have been in place for 60 years.

Potential power costs savings

It is important to assess if the operating cost reductions recover the capital investment. The DEIR/DEIS states that the savings per year is nearly \$1 million. In addition to including a significant amount of unaccountable items in the analysis this study completely ignores recent deregulation of the power industry and access to reduced power costs from municipal sources. Amtrak and BART both have announced purchases of power that are 40-50% lower than the regulated rates used in the DEIR/DEIS. Acceptance of a 35% reduction in the DEIR/DEIS power costs allow a yearly savings of nearly \$3 million. In the 30 year life of locomotives, that yearly savings would recover about \$90 million.

Potential savings on track maintenance

In addition, electric locomotives are 35 tons lighter than dual mode or diesels. This translates into a reduction in trackage maintenance costs which are not described in the DEIR/DEIS analysis.

Savings to the community?

If we were allowed to consider air and noise pollution savings along the corridor then the electrification would easily recover its capital costs. Additional considerations should also include some value for the improved on-time performance and image of modernity that electrification would allow. Neither of these factors are quantifiable but would increase ridership potential in a way that no other improvements can.

RAFT

Regional Alliance For Transit
P.O. Box 20375
Oakland, California 94620-0375
Telephone: 510-655-4438
Facsimile: 510-658-1425

May 11, 1997

Ms. Marie Pang, Environmental Manager
Peninsula Corridor Joint Powers Board
1250 San Carlos Avenue
San Carlos, CA 94070-1306

by hand

Re: Comments on the CalTrain Downtown Extension DEIR/DEIS

Dear Ms Pang:

The Regional Alliance For Transit (RAFT) is an alliance of Bay Area environmental leaders and transit advocates that has been working for a fast and efficient regional transit network since 1992.

RAFT believes that the Draft EIR/EIS is inadequate for several reasons. At the same time, we strongly support completing the environmental review process by proceeding with a Final EIR/EIS.

RAFT does not agree with the low ridership projection of only 4,500 new riders if the downtown extension is built. The 1985 MTC "Peninsula Transit Study" forecasted a patronage of 91,000 for an upgraded Cal-Train. This is 67,000 more than the TSM alternative (page 53)—67,000 vs 4,500? Why has the patronage forecast decreased so radically in 12 years? We request that the assumptions used to forecast the ridership in the DEIR/DEIS be re-evaluated.

RAFT believes the project costs have been significantly inflated by using incorrect computations, including non-downtown extension items, and adding items which should be built before the downtown extension is built. These changes make the total cost of the downtown extension approximately \$500 million in 1997 dollars. The \$500 million figure assumes the following:

1. *The electrification of the entire CalTrain system should be a separate project.*

Electric locomotives are required in the proposed mile long tunnel but the entire system should be electrified as soon as possible--before the downtown extension. The 1992 Electrification study by the JPB is evidence that electrification should be considered as a separate project.

2. *Rolling stock should be excluded when determining contingency, engineering, and management costs.*
3. *Station and track improvements are badly needed but should not be included as part of the downtown extension costs.*

RAFT believes the cost of full system electrification would be about \$164 million:

1. With full system electrification, twenty electric locomotives will be adequate for a frequency of 86 trains per day since electric locomotives are much more reliable than diesel locomotives and require much less maintenance.
2. Our electrification expert claims that electrifying the 50 mile double track and 27 mile single-track CalTrain line will cost about \$500,000 per mile of track which would be \$64 million.
3. Twenty locomotives would cost about \$100 million (\$5 million each) and the electric system would cost about \$64 million for a total of \$164 million (1997 dollars) for full electrification.

System improvements, such as track and station upgrades, total approximately \$222 million in 1997 dollars.

The total cost of the three projects--downtown extension, electrification and system improvements--are approximately \$900 million.

RAFT is convinced that a downtown extension, electrification of the railroad and system upgrades will materially change the image and the usage of CalTrain. We also realize that BART does not want "competition" from a revitalized CalTrain and will try to stop this from happening.

RAFT believes that High Speed Rail will become a reality in the future,

and that provision for HSR should be included in CalTrain planning.

San Francisco is a world-class city and deserves a world-class transit center where all regional carriers would connect. CalTrain and future high speed rail should terminate in a world-class transit center-not at Fourth and Townsend streets. The EIS does not consider Michael Kiesling's staged construction proposal for a new Transbay Terminal, despite being less expensive than alternatives. While the Terminal is being considered in a different "environmental" process in San Francisco, the two projects are obviously linked. We request that the Kiesling "staged construction" alternative be evaluated by the JPB.

MTC's evaluation of the RAFT RTP Alternative in conjunction with the 1994 RTP showed that increasing CalTrain's frequency and extending the railroad to meet other regional transit systems at the Transbay Terminal in downtown San Francisco would greatly increase patronage on the line. The JPB should include evaluation of a greater level of service on the line, with 114 and 192 train scenarios.

Lastly, in response to the questions regarding the options for a Final EIR/EIS, we recommend the following:

1. Townsend Street alignment-Townsend-Southside
2. Mined tunnel alignment-Long radius
3. Transbay bus terminal site-Transbay Short & Medium, Option B
4. Storage yard location-7th and Townsend
5. Propulsion system-Full electrification

We hope these comments prove helpful to you in your work on the CalTrain EIR/EIS.

Sincerely yours,

A handwritten signature in cursive script that reads "Jim Wheeler".

J. Wheeler for RAFT

SAN FRANCISCO
Tomorrow

An Urban Environmental Organization 

OUR 27TH YEAR

1 2 1997

May 7, 1997

Marie L. Pang
Environmental Manager
Peninsula Corridor Joint Powers Board
1250 San Carlos Ave.
P.O. Box 3006
San Carlos, CA 94070-1306

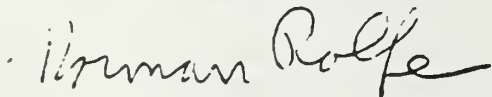
**Subject: Draft Environmental Impact Statement/Draft
Environmental Impact Report Caltrain San
Francisco Downtown Extension Project**

Dear Ms. Pang:

Attached are San Francisco Tomorrow's comments on subject
statement/report.

Please address any communications on this matter to the
undersigned at 2233 Larkin St. #4, San Francisco, CA 94109,
tel. (415)775-9167

Very truly yours



Norman Rolfe, Chair
Transportation Committee

OUR 27TH YEAR

May 7, 1997

COMMENTS ON DRAFT ENVIRONMENTAL IMPACT STATEMENT/DRAFT ENVIRONMENTAL IMPACT REPORT CALTRAIN SAN FRANCISCO DOWNTOWN EXTENSION PROJECT.

INTRODUCTION

San Francisco Tomorrow supports the Caltrain San Francisco Downtown Extension and electrification of the Caltrain line and urges that the Joint Powers Board proceed with the preparation of a final environmental impact statement/final environmental impact report for this project. The criticisms of subject statement/report contained herein are meant to be constructive.

ENERGY CONSUMPTION

There appears to be some errors in the figures given for energy consumption for the propulsion modes considered.

The statement/report indicates that diesel propulsion is more energy efficient than electric propulsion. Such is not the case.

An analysis of the assumptions used in the calculations of energy consumption reveals several errors.

- The statement/report assumes that the generation efficiency of modern power plants is 35%. Actually, the generation efficiency of modern fossil fuel power plants ranges from 40 to 45%.¹ Combined cycle plants generally have generation efficiencies of over 50%. A combined cycle plant built recently in Oregon has a generation efficiency of 53%.² The generation efficiency of nuclear power plants ranges from 33 to 35%.³ However, very little of the electricity used in Northern California is generated by nuclear plants. A high percentage of the electricity used in Northern California is generated by hydro plants, which have generation efficiencies of nearly 90%.⁴
- The statement/report uses a figure of 2.2 gallons per train-mile for diesel fuel consumption. Caltrain's present diesel fuel consumption is 3.0 gallons per train-mile.⁵ The statement/report does state that it assumes the use of an

advanced diesel locomotive. However, it is doubtful that an advanced diesel locomotive would be that much more efficient than the existing ones.

Attached is a copy of Table 5.18-1 revised to show energy consumption figures for the various propulsion modes based on assumptions of power plant generation efficiency of 42% and diesel fuel consumption of 3.0 gallons per train-mile. The figure of 42% for power plant generation efficiency is probably low considering the mix of power generation sources in Northern California. It can be seen that electrification of the line will result in substantial energy savings. Even with the optimistic assumptions of diesel engine efficiency used in the statement/report, it can be seen that full electrification would be more energy efficient than any of the alternatives involving the use of diesel engines. Since the 42% figure used for generation efficiency in these calculations is probably low, the energy savings from full electrification are probably greater than shown in the revised table.

GRAPHIC PRESENTATION OF ALTERNATE TERMINAL DESIGNS

The various alternative terminal designs are not depicted equally.

In Figures 6.20-4, 6.20-6, and 6.20-7 the new bus facility at the Transbay Terminal site is shown with massive blank walls. However, the existing Transbay Terminal has windows in it and some small amount of architectural trim. The renderings of the proposed new terminal should be revised to show windows and architectural treatment.

Figure 2.3-10 is a beautiful color illustration of the Main/Beale bus alternative. The alternative with both trains and buses at the present Transbay Terminal site should be presented in the same manner.

The above figures and any other pertinent ones should be revised to show all alternatives equally - either equally pretty or equally ugly.

IMPACTS OF TERMINAL ALTERNATIVES ON RIDERSHIP OF OTHER REGIONAL TRANSIT AGENCIES

There is no analysis of the effects of the various terminal alternatives on the ridership of other regional transit agencies, particularly AC Transit. There should be such an analysis, and

also an analysis of the effects of changes in ridership of transit systems on traffic congestion, air pollution, etc. if transit ridership drops because people switch to automobiles, as would be likely with the split terminal alternatives, since they would be less convenient for many current transit riders.

CALTRAIN SERVICE LEVELS

The effects of Caltrain service levels are analyzed for 60 trains per day and for 86 trains per day. Previous plans and discussions had included a service level of 114 trains per day and 158 trains per day. The statement/report should be revised to include an analysis of the effects of a service level of 114 and 158 trains per day.

TRAFFIC IMPACTS

Table 5.8-2, page 5-30, shows more vehicular traffic on selected streets with the build alternative than with the no-build alternative. This does not seem reasonable. Table 5.19-4 shows improved highway travel times for selected trips and Section 5.19.3 predicts a reduction in vehicle miles traveled in the Caltrain Corridor for the build alternative compared to the no-build alternative. These seem reasonable, since if improved Caltrain service results in people shifting from automobiles to Caltrain, roadway traffic would decrease and roadway performance would improve. This discrepancy should be addressed.

DEVELOPMENT

Section 5.1.1 states "The existing Transbay Terminal is identified by San Francisco Planning Department and Redevelopment Agency as a barrier to development in the Mission Street corridor and South of Market Area". That is a highly subjective judgement. Many developers hold permits for office buildings outside of the Transbay Area and in many cases a considerable distance away from the Transbay Terminal. These buildings have not been built because of market conditions. It is probable that market conditions have had more to do with any lack of new development in the Transbay Terminal area than the terminal itself has had. That remark should be deleted from the statement/report.

Design and construction of the Caltrain Downtown Extension should be coordinated with any development planned by Catellus on the block bounded by Third, Fourth, Townsend, and King Streets to

avoid the possibility of such development adversely affecting the Caltrain Downtown Extension project.

COSTS

It should be kept in mind that the present Caltrain locomotives will have reached the end of their lives by the time the Downtown Extension is built and would have to be replaced regardless of whether it is built or not. Similarly, the signal system is quite old and would probably have to be replaced regardless of whether the Downtown Extension is built or not. Therefore, in evaluating costs of this project, including electrification costs, only incremental costs of these items should be considered, not total cost.

Table 2.3-5 of the statement/report gives a breakdown of capital costs for subject project. Reference is made in the statement/report to a report titled Evaluation of Caltrain Locomotive Propulsion Options (propulsion report). Tables 2-1, 3-1, and 4-1 of the propulsion report give capital cost breakdowns of various electrification options. Each of the above tables gives a different percentage for engineering and management, contingency, and project reserve. These differences should be explained in detail.

NOTES

1. Marks Standard Handbook for Mechanical Engineers, 9th Edition, 1987, Table 9.4.4, Page 9-56.
2. Presentation before the Institute of Electrical and Electronic Engineers, Power Engineering Society, San Francisco Chapter on March 18, 1997 by Ray Hanley of U.S. Generating Co.
3. Marks Standard Handbook for Mechanical Engineers, 9th Edition, 1987, Table 9.4.5, Page 9-57.
4. Based on Information supplied by Larry Klein, General Manager, Hetch Hetchy Water and Power on March 25, 1997. The combined turbine and generator efficiency for Hetch Hetchy plants is 89.8%.
5. Telephone Conversation with Tom Clark, Caltrain Manager of Equipment, April 9, 1997.

Table 5.18-1
Direct Energy Consumption for Optional Propulsion Modes by Alternative

Alternative	Propulsion Energy per Train Mile [1]	Total Energy in Btus per Train Mile	60 Trains per Day		86 Trains per Day	
			Annual Revenue Train Miles [2]	Annual Energy Consumption in Millions of Btus [3]	Annual Revenue Train Miles [4]	Annual Energy Consumption in Millions of Btus [3]
No-Build Alternative -- Diesel	3.0 3.2 gallons	442,800 324,720	938,000	415,346 304,587	1,344,529	595,358 436,506
Build Alternative -- Propulsion Options						
<input type="checkbox"/> Dual-mode operation with electric trailer units						
Electric trailer units	Diesel	3.022 gal.	938,000	415,346 304,587	1,344,529	595,358 436,508
		273,724 329,600	26,000	8,570 7117	37,268	10,201 12,384
		Total	964,000	423,916 313,157	1,381,798	605,560 448,892
<input type="checkbox"/> Dual-mode, new diesel/electric locomotives						
Electric trailer units	Diesel	3.022 gal.	938,000	415,346 304,587	1,344,529	595,358 436,508
		273,724 329,600	26,000	8,570 7117	37,268	10,201 12,384
		Total	964,000	423,916 313,157	1,381,798	605,560 448,892
<input type="checkbox"/> Full system electrification.						
	32 kWh	273,724 329,600	964,000	263,870 347,734	1,381,798	378,013 455,440

Notes:

- [1] Total energy accounts for energy required to refine diesel and to generate (coal or petroleum fuels) and transmit electricity.
 [2] Based on 60 one-way train trips for weekday service and 45 one-way trips for weekend service (Saturdays, Sundays combined). Average all-day consist size is four passenger cars and one locomotive. Train miles for build options include increase in deadheading to midday terminal.
 [3] Energy use by mode assumes diesel locomotive is advanced diesel, 5,200 HP with four x-2000 coaches; electric locomotive is based on AEM-7 with same consist size and coach type.
 [4] Based on 86 one-way train trips for weekday service and 65 one-way trips for weekend service (Saturdays, Sundays combined). Average all-day consist size is four passenger cars and one locomotive. Train miles for build options include increase in deadheading to midday terminal.
 Source: *Energy and Transportation Systems*, Caltrans, Division of Engineering Services, 1983; *Commercial Feasibility Study: Energy and Emissions Methodology*, Argonne National Laboratory, Center for Transportation Research, 1995; De Leuw, Cather & Co.

1 2197

**SIERRA CLUB
SAN FRANCISCO GROUP**

85 Second Street, Box SFG, San Francisco, CA 94105

May 7, 1997

Marie Pang, Environmental Manager
Peninsula Corridor Joint Powers Board
1250 San Carlos Avenue, P.O. Box 3006
San Carlos, CA 94070-1306

Re: DEIR CalTrain DTX

Dear Ms Pang,

The Sierra Club has the following comments on: the five options; the DEIR; and financing information section of the DEIR:

- 1) The downtown extension has been a planning subject since 1912. The JPB should issue the final EIR as soon as possible so that construction can start quickly.
- 2) We support the Townsend South alignment. The station should be as close to Fourth Street as possible. Three tracks are the minimum required for operating convenience. Delete reference to potential grade crossings because they must not happen. The out bound platform width should be wide enough to handle peak loads after Giants ball games.
- 3) We can accept the Short Radius tunnel because it seems to minimize construction risk. If this risk after further study is actually overstated, then the long radius tunnel is cheaper and should provide a faster ride and lower operating costs.
- 4) We support the Bus Terminal at the Transbay site. This will provide the best final destination and transfer system for transit users at the lowest capital cost. This site has significant reductions in operating costs for AC and Muni. This site has the best potential for joint development and the sale of vacant nearby property to help fund the project.
- 5) We support the Seventh and Townsend site for a storage yard. This site has the lowest capital and operating costs.
- 6) We support early electrification of the system from SF to San Jose. Electrification from San Jose to Gilroy should be deferred until after the downtown extension is operating and additional funding is available. This will reduce the initial total cost by about \$50 million, by deferring electrification of 37% of the total length of the system, the less used part of the line. Since the locomotives will not be purchased until the diesels are at the end of their useful life

much of the capital cost for locomotives is actually a maintenance cost and should not be included as a project cost.

7) Table 2.3-7 should be amended to show: a) an optimistic service level which might be required based on BART not being extended to Millbrae; and b) added income from fares (1995) for 86 trains and the increased service level in a).

8) The DEIR shows many operating savings for transit systems. These savings should be tabulated in the Summary as added benefits of the extension project. The reduction in driving time should also be trumpeted. These driving time reductions are the equivalent of at least one freeway lane (half each way).

9) On page 5-20: Not only will cars shift to other lots, but if there is a shortage of parking spaces the price of all nearby parking spaces and meter rates will increase and the total income to the City might increase.

10) Page 5-53 shows a small daily increase, 4,800, in total ridership in 2010 attributable to the extension. Elsewhere the DEIR reports a recent significant increase, 2,000 new riders, for no large investment. The difference is BART, which will siphon off most of the new ridership increase because they project an earlier completion. Page 5-55 starts to consider this discrepancy. The DEIR should be amended to also include the ridership on Caltrain if BART stops at Colma and if BART is only extended to a multi modal station near San Bruno.

11) Table 5-19-2 shows that from 1990 to 2010 after - spending over \$2 Billion in major transit projects, spending another Billion or so in LRVs, increasing population density, increasing cost of energy, and our increasing concern with environmental impacts - that the modal split on the peninsular using transit will decrease. This cannot be true. Other studies have a larger increase in Caltrain ridership with an extension. Please correct this table. Unfortunately when our predictions are wrong we often end up building projects that make them come true. On the other hand if we predict more transit use, we will build more transit and the modal split will follow.

12) On Page 6-19: 11,000 revenue vehicle miles costs \$42,000. On Page 6-22: 1,000 miles costs \$158,000. ???

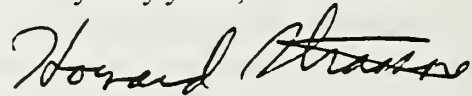
13) The projected cost of each additional parking space (1,836 spaces for \$35.5 million) indicates a cost of about \$20,000 per space. The cost of interest only for these spaces (at 6%) is \$1,200 per year. If each space is paid for 240 days per year the minimum charge per space should be \$5.00 per day. The DEIR should show the land acquisition, construction and total cost for each lot separately. This will help the towns, railroad and riders to make the best decision for each site. It seems unfair to award the 40% of riders who use parking with an additional 50% reduction in their travel costs while making the majority pay for their luxury.

14) We support the use of all of the proposed funding sources, with strongest support for a regional gas tax. We suggest that this corridor should get a portion of the state gas tax, due the

corridor, because we will probably never add the additional freeway capacity that the extension replaces. Caltrain should also actively lobby for the funds which may not be awarded to BART. Caltrain should schedule construction segments as soon as funding sources are identified and use bond funds, which will be paid off over time from the sources.

15) We are listing an order of start of construction, believing that over time the funds will be available and because we agree that staged construction has many benefits: a) Electrify the line from San Jose to the current terminal; b) Replace diesel locomotives with new electric locomotives as required; c) Construct a temporary bus terminal (funded by others); d) Construct the underground new terminal; e) Construct the new bus terminal (funded by others); f) Extend line to downtown; g) Add parking, other improvements, and eliminate some grade crossings (some funding by others); h) Electrify to Gilroy; and i) Buy more cars and locomotives; and j) Upgrade for High Speed Rail.

Very truly yours,

A handwritten signature in black ink, appearing to read "Howard Strassner". The signature is fluid and cursive, with the first name "Howard" being more legible than the last name "Strassner".

Howard Strassner, Chair SF Group
419 Vicente, San Francisco CA 94116
(415)-661-8786 (h,w,fx) Ruthow@juno.com

**BERGER
NADEL
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415-362-1940
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10 6 1997

Leonard B. Berger
Joseph Nadel
Gary P. Vannelli
Robert D. Links

Of Counsel
John B. Molinari

May 1, 1997

Ms. Marie Pang
Environmental Manager
Peninsula Corridor Joint Powers Board
1250 San Carlos Avenue
P.O. Box 3006
San Carlos, CA 90070-1306

***Re: Comments of Artichoke Joe's to
Draft EIS/EIR for the CalTrain-San Francisco
Downtown Extension Project***

Dear Ms. Pang:

Enclosed are the comments of my client, Artichoke Joe's, to the draft EIR/EIS for the CalTrain Downtown San Francisco Extension Project.

Please acknowledge receipt of the comments by endorsing the extra first page enclosed herewith with appropriate receipt/filing data and then returning that page to me in the enclosed prepaid envelope we have provided.

Thank you for your courtesy and cooperation. Needless to say, if you or staff have any questions, please feel free to contact me.

My client believes very strongly in this project and would like to help in any way he can to make it become a reality for the Peninsula.

Sincerely,



ROBERT D. LINKS

RDL/r

cc: Artichoke Joe's

**BERGER
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One California Street, Suite 2750
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415-362-1940
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Leonard B. Berger
Joseph Nadel
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Robert D. Links

Of Counsel
John B. Molinari

May 1, 1997

Ms. Marie Pang
Environmental Manager
Peninsula Corridor Joint Powers Board
1250 San Carlos Avenue
P.O. Box 3006
San Carlos, CA 90070-1306

***Re: Comments of Artichoke Joe's to
 Draft EIS/EIR for the CalTrain-San Francisco
 Downtown Extension Project***

Dear Ms. Pang:

I am writing to provide the comments of my client, Artichoke Joe's, to the Draft Environmental Impact Statement/Draft Environmental Impact Report for the CalTrain-San Francisco Downtown Extension Project.

As you may know, my client is located in downtown San Bruno, adjacent to the CalTrain tracks. Artichoke Joe's employs approximately 400 full time people, many of whom ride the train to and from work. In addition, my client has been at its current location for over 80 years, and has been participated in the civic affairs of the City of San Bruno throughout its existence. Because my client cares deeply about the train and its future -- due to the train's importance to San Bruno in general and my client's business in particular -- we are providing these comments to one of the most vital mass transportation projects to ever be proposed for the Bay Area region: the extension of the CalTrain line from Fourth & Townsend streets to a new terminus located in the heart of downtown San Francisco.

The completion of this project will do far more than merely extend an existing rail line by 1.3 miles. Indeed, with CalTrain extended into downtown San Francisco, there will be a rail link between San Francisco and San Jose, and the gateway will be opened for future high-speed rail connection between San Francisco and Los Angeles. Not only will this greatly ease the pressure of vehicular traffic on the freeways, but it will also relieve pressure on one of the most heavily traveled air corridors in the world.

Ms. Marie Pang
Peninsula Corridor Joint Powers Board
*Re: Comments of Artichoke Joe's to the Draft EIR/EIS
for the CalTrain-San Francisco Downtown Extension Project*
May 1, 1997
Page 2

Needless to say, my client fully supports this project. We believe this extension delivers far more "bang for the buck" than the BART Airport-Millbrae Extension Project, and we said so at the time we commented on the EIR for that project.

Turning to the substance of the current Draft EIR/EIS, we offer the following specific comments:

Assumptions in the "No Build" Alternative: The assumption that the BART Airport-Millbrae extension will be built is a major assumption. Funding for this extension is by no means assured, and even if a Full Funding Grant Agreement (FFGA) is executed, there is no assurance that the necessary funding will be appropriated in a time schedule that permits the extension to be constructed as planned. The following question thus emerges: What are the implications if the BART Airport-Millbrae Extension is not built, or is built with a terminus at San Bruno instead of Millbrae?

Major Decision Choices

Townsend Street Option: South Alignment

My client believes, as do many others, that the best choice for the Townsend Street portion of the project is to utilize the so-called "Townsend Street South Side" alignment. We say so for two basic reasons. First, this alignment allows for a station within easy walking distance of the new Giants ballpark. Second, it is the "base case" alternative, and does not involve excessive cost. Third, it allows for the most trackage at the ballpark station, which in turn allows for greater flexibility.

Tunneling Option: Long Radius/Short Mined Tunnel

The long radius/short tunnel option is the cheapest, yet it allows for the greatest train speed (40 mph). We believe this will prove the most "user friendly" alternative, as it will allow for the fastest train service.

Transbay Terminal Option: B -- Short & Medium

One of the major issues to be decided is how to replace the current Transbay Terminal, which will be demolished as part of this project. Obviously, there needs to be a new bus terminal, and the question is where to put it. We believe the most efficient alternative, assuming funding can be found, is to build a new bus terminal above the new CalTrain Downtown Terminal. This will have a number of immediate and obvious benefits. First, it will unite

Ms. Marie Pang

Peninsula Corridor Joint Powers Board

Re: *Comments of Artichoke Joe's to the Draft EIR/EIS
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May 1, 1997

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multiple modes of transportation, which is at the heart of the current ISTEA statute, and will be the continuing focus of the statute, should the Congress reenact it later this year. Second, the combined facility will be a major activity "hub" for the downtown area, much like Union Station in Washington, DC or Grand Central Station in New York City, just to name two prominent parallel examples. Third, the current location has been a bus transit terminal for generations, and if possible should be continued. It has easy access to the Bay Bridge, and to nearby freeways, thus providing an easy connection for buses and motor vehicles dropping off and picking up passengers. In addition, the location will provide the potential for a reasonable connection (perhaps via underground moving sidewalks" between the CalTrain/Bus Terminal and the Montgomery/Embarcadero BART stations. While perhaps not perfect (no solution ever is), this connection will prove a viable practical link between our vital, and much utilized, mass transit systems. It will, quite literally, weave CalTrain, AC Transit, the San Francisco Municipal Railway and BART into a cohesive, unified, regional system of public transportation.

We support the "short/medium" option at the present Transbay Terminal site. It would basically be similar to the existing Transbay Terminal, but would span over both First and Fremont Streets. It is cheaper than the "short" terminal option by approximately \$5.8 million, yet would accommodate approximately the same amount of traffic and have similar amenities. It is also cheaper than Option A (the Main-Beale Station), yet provides approximately equalivaalent amenities. One obvious preference for this alternative over the "surface" otpoins is that it will keep substantial bus traffic off the City's streets and, thus will minimize the impact on local traffic. (Although the surface options are cheaper, the increased traffic will be the true price we pay for the dollar savings. Therefore, if it is possible to fund Option B - the "Short & Medium" Transbay Terminal, it should be done.)

Storage Option: Townsend Street Site

The evidence is compelling to support locating the new storage yard at 7th & Townsend Streets. When compared to the alternative (16th & Owens Streets), this option is cheaper by \$1 million; requires less "dead head" time, yielding lower operating costs; involves a right of way over which the Joint Powers Board (JPB) holds a permanent easement for railroad use as opposed to the JPB having to purchase the right of way from Catellus Corporation; has no impact on Muni Metro facilities; and utilizes space that has been a rail yard for over 100 years. We obviously support the choice of 7th & Townsend Streets as the location for the new train storage yard.

Propulsion Option: Full Electrification

Before commenting on the issue of propulsion modes, we make note of the fact that this cost must be incurred in any event, and should not be considered as part of the budget for the

Ms. Marie Pang

Peninsula Corridor Joint Powers Board

Re: *Comments of Artichoke Joe's to the Draft EIR/EIS
for the CalTrain-San Francisco Downtown Extension Project*

May 1, 1997

Page 4

Downtown Extension. That is, CalTrain needs to replace aging locomotives in any event. As to what mode of propulsion is best, we support the full electrification of the entire CalTrain line. Use of electric trains is cheaper, cleaner and quieter. This is particularly true when trains are traveling underground.

Transportation Analysis/Passenger Forecasting

We are concerned that future CalTrain ridership is understated in the draft EIR. We do not say this in opposition to the project going forward, but rather, to point out that the patronage forecasts, when properly done, may well forecast what we believe will be significant increased ridership. We believe that this project will have a much greater impact for the Peninsula corridor -- all the way from San Francisco to San Jose -- than any other local transit project, including BART's overpriced, over-engineered, inefficient Millbrae Extension Proposal.

(Our concern in this regard stems from the data reported in Table 3.1-7 ("CalTrain Daily boardings and Alightings"). According to the figures in this table, there will be little difference in ridership even if the level of service increases from 60 to 86 trains per day. Such an increase represents a 43% increase in train frequency (26 train increase, divided by the current level of 60 trains per day). The notion that such an increase would only produce a 7 to 9% increase in system entries is difficult to fathom.¹ Another concern we have is that this ridership potential is not merely understated, but not properly compared to the main rival project, the BART-Millbrae Extension. For there to be a meaningful comparison, in order that the public can fairly analyze the two projects, one would have to consider CalTrain with BART-like service (same train frequency, with comparable parking). We would recommend an attempt be made to offer a meaningful comparison, so the public can intelligently determine how best to spend its scarce transit capital funding.

We believe that any fair analysis will prove that, for far less money, CalTrain can be extended into Downtown San Francisco, and the entire 80 mile line from the City to Sanford to Silicon Valley to San Jose and on to Gilroy can be upgraded, accommodate more trains and carry many thousands more riders each day than BART on the Peninsula. The main reason is that travel distance to Downtown San Francisco -- and the travel time as well -- will be shorter than BART. The distance and time are shorter because the route into San Francisco is a direct one, rather than BART's "great circle route" which heads westward around San Bruno Mountain and

¹ Under the "no build" scenario, system entries in Year 2010 would increase by 2,650 (going from 29,600 to 32,250 per day). This represents an increase of approximately 8.9% (2,650 divided by 29,600). Under the "build" scenario, the increase is 3,050, with daily entries increasing from 40,350 to 43,400, a percentage increase of 7.6% (3,050 divided by 40,350).

Ms. Marie Pang

Peninsula Corridor Joint Powers Board

Re: *Comments of Artichoke Joe's to the Draft EIR/EIS
for the CalTrain-San Francisco Downtown Extension Project*

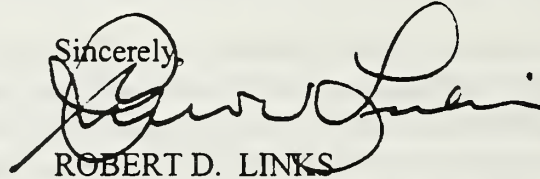
May 1, 1997

Page 5

approaches San Francisco via Daly City.

We are not by any means suggesting that BART has no role to play. The point to be made, however, is that CalTrain is the best facility to provide service between San Francisco and points south. It can be upgraded far cheaper than extending BART. The annual operation and maintenance costs are cheaper. And most important of all CalTrain is built on standard gauge rails, while BART is on a custom gauge; this means that CalTrain can be readily connected to other systems, including a high speed rail system, while BART cannot. The bottom line: CalTrain allows for flexibility and connectivity while BART, as an expensive "closed" system, does not.

We enthusiastically endorse the project, and we thank you for providing the information in the draft EIR/EIS, and for allowing us this opportunity to submit our comments.

Sincerely,

ROBERT D. LINKS

RDL/r

cc: Artichoke Joe's

MAY 14 1997



May 12, 1997

Ms. Marie L. Pang
Environmental Manager
Peninsula Corridor Joint Powers Board
1250 San Carlos Avenue
P.O. Box 3006
San Carlos, CA 94070-1306

Re: CalTrain San Francisco Downtown Extension Project Conceptual Design and
Drafts EIS/EIR Comments

Dear Ms. Pang:

Catellus Development Corporation has reviewed the CalTrain DEIS/DEIR in relation to our proposed Mission Bay project and offer the following comments for your review.

Mission Bay Project Description

The draft EIS/EIR briefly outlines the 1991 Mission Bay project and indicates that Catellus has recently terminated the original Mission Bay Development Agreement with the city and is currently considering revisions to the project. The Redevelopment Agency and the Board of Supervisors approved the North of China Basin Survey area and Preliminary Plan in 1996. Agency preparation of a Redevelopment Plan is currently underway. The plan calls for development of 65 acres north of the Channel between 3rd and 7th streets. The plan excludes the China Basin building and the CalTrain station. Proposed uses include up to 3,000 rental and for-sale housing units and 600,000 square feet of urban entertainment retail/commercial space. Catellus anticipates that construction will begin in the fall of 1998.

As to the South of China Basin Channel, the general parameters of a conceptual program have been established and are being used as the basis for negotiations between the City and Catellus. This program was outlined in the Mayor's letter to Catellus dated March 3, 1997. Additionally, Catellus and the University of California San Francisco have commenced negotiations about a portion of Mission Bay South as a site for UC expansion. Given the above, the proposed development plan would include a 43 acre UCSF Campus, 5 million square feet of research and development biotech and office uses, 3,000 units of rental and for-sale housing, 250,000 square feet of neighborhood serving commercial and entertainment retail uses; open space, and a 500 room hotel.

Station Location Option along Townsend Street

The alignment options along Townsend Street will constrain Catellus' future development opportunities in the current station and trackage blocks (N6 & N7) between Fourth and Sixth Streets. These blocks would be reduced in width by 50 to 75 feet. It appears that frontage access to Townsend would not be possible under the Townsend - South Side Option and vehicular circulation would be inadequate.

Storage Yard Option at 16th & Owens Street

Catellus' proposal for the South of Channel calls for development of research and development, biotech and office uses in the areas adjacent to the UC Campus. Placement of a CalTrain storage yard in the 16th and Owens Street location would be in conflict with proposed R&D development.

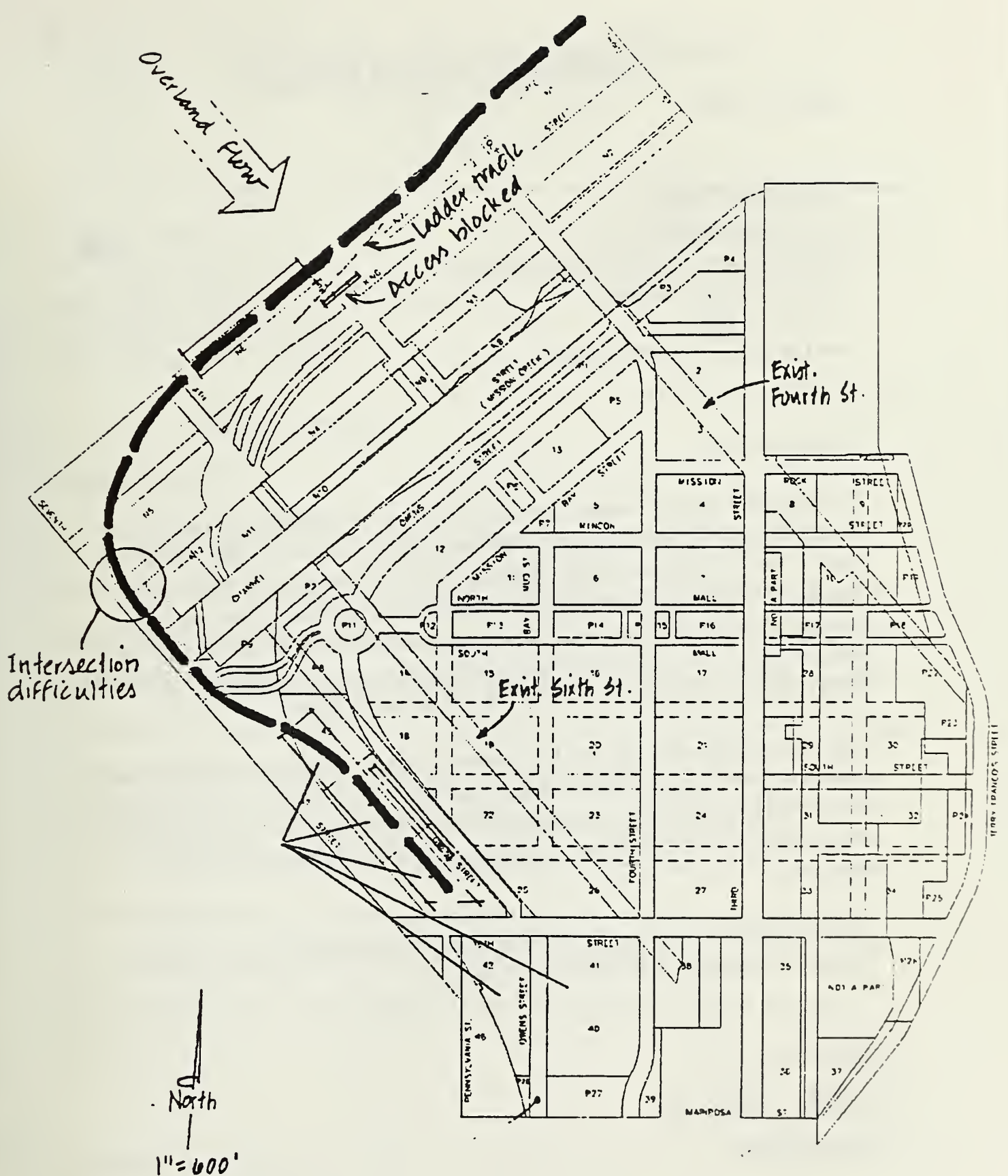
Storage Yard Option at Seventh & Townsend Streets

The DEIS/DEIR indicates there will be multiple tracks crossing at Berry Street. This will complicate the design of vehicular signals and the proposed Berry Street at grade crossing that is part of the Catellus North of Channel project. The ladder track alignment that bisects the block between Fourth and Fifth Street (N7) will inhibit effective use of the block. Lastly, additional trackage added to block N5 would also impact Catellus' ability to develop proposed commercial/retail uses on that site.

I would welcome the opportunity to speak with you in more detail. Please feel free to call me at your earliest convenience.

Sincerely,


Andrea Jones
Project Manager



DETAIL ~ Response to
Caltrain Extension EIR
KCA 5.10.97 1936

GHERINI CONSULTING SERVICES

April 14, 1997

Ms. Marie L. Pang
Environmental Manager
Peninsula Corridor Joint Powers Board
1250 San Carlos Avenue
P.O. Box 3006
San Carlos, CA 94070-1306

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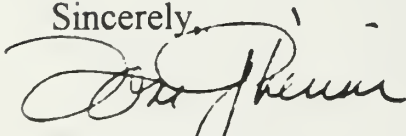
Dear Ms. Pang:

I attended the public hearing on April 16th in San Francisco and picked up the draft Environmental Impact Statement at the meeting. In reviewing the report, two of three tunnel alternatives proposed travel underneath 275 Brannan Street, which is owned by Ringrose Corporation. The two tunnel alternatives that affect this building directly are the long radius and medium radius options. The third short radius alternative goes underneath Colin Kelly Street which parallels the east side of 275 Brannan Street.

I am the building manager for this property and I would like the opportunity to sit down and discuss the proposals with you. Specifically, I am interested in soil analysis and stability, construction methods, noise, vibration and any other issues that could impact the building with any of the alternatives selected.

I look forward to hearing from you and can be reached at (415) 349-6875.
Thank you for your attention to this matter.

Sincerely,



Thomas Gherini

c.c. Ringrose Corporation

PACIFIC BILLIARD ENTERPRISES, LLC

1447 Tilia Street
San Mateo, CA 94402
(415) 577-1903

May 12, 1997

Mr. Andy Nash
San Mateo County Transit District
1250 San Carlos Avenue
San Carlos, CA 94070

via fax # 415/508-6281

Re: CalTrain Extension

Dear Mr. Nash:

As the owners of South Beach Billiards at 270 Brannan in San Francisco, we would like to comment on the proposed extension. As you know, most of the alternatives traverse beneath my leased property. Any of the alternatives that would have a substantial impact of our operations or parking lot has an immediate impact on South Beach Billiards business; inasmuch as our ability to compete over the long term is directly affected by decisions required in the near term. Decisions about capital improvements or changes in the focus of our operations cannot be made in confidence knowing we may have to shut down for a 1 - 2 year period. All investment made between then and now would be wasted as our ability to ressurect our business after the period when closed is highly doubtful.

Sincerely,
South Beach Billiards

Rick Mayerson, Pres.

WILLIAM BLACKWELL, Architect

451 Pala Avenue

Piedmont, CA 94611-3744

Telephone and FAX (510) 654-4456

APR - 4 1997

April 2, 1997

Mr. Bob Hom, Director
Office of Program Development
U.S. Department of Transportation
Federal Transit Administration, Region IX
201 Mission Street, Suite 2210
San Francisco, CA 94105

Subject: Draft EIR, CalTrain San Francisco Downtown Extension Project

Dear Mr. Hom:

Last week I talked briefly on the telephone with Mr. Jerome Wiggins of your office about the CalTrain Downtown Extension Project and the Draft EIR. In particular, I noted that the current newsletter and press release of the PCJPB say that the project has been designed to accommodate high speed rail service, although the impact of high speed trains on traffic at the Transbay Terminal site, and other HST considerations, are not included in the Draft EIR.

Enclosed is a report that I have researched, written, and reviewed with others over the past few months. Please read it. You will understand why I think the Downtown Extension Project (Transbay Terminal Site Alternative) as designed and budgeted cannot possibly accommodate high speed trains -- not, at least, without serious and debilitating compromises.

Be that as it may, if, in fact, the Downtown Extension Project is designed for high speed trains, then I suggest that for fair consideration, the added cost components, associated traffic impacts, system constraints, etc., be included in the Draft EIR.

While I don't expect you to withdraw and revise the Draft EIR (although that is an option), I do respectfully request that you correct the public impression that the project "as is" is designed to accommodate high speed trains. In other words, will you ask the PCJPB to modify its statements with respect to provision for high speed train service at the proposed new terminal so that the project publicly presented by the PCJPB is consistent with the project that is the subject of the Draft EIR.

Sincerely,



William Blackwell

WB:cZ

Enclosure

Copy: Peter Mezey



On The Right Track

CALTRAIN SAN FRANCISCO DOWNTOWN EXTENSION PROJECT

ISSUE 6 MARCH 1997

DEIS/DEIR REVIEW

Let's Hear from You!

The DEIS/DEIR will be available for review at SamTrans Headquarters, public libraries, and the San Francisco Planning Department. There are several ways to comment on the document and assist with upcoming project decisions:

- **Send written comments to**
JPB—San Francisco Extension
P.O. Box 3006
San Carlos, CA 94070-1306
- **Attend staff presentations to the following key policy boards**
JPB
San Francisco Planning Commission
San Francisco Redevelopment Commission
San Francisco Board of Supervisors
San Mateo County Transportation Authority
Santa Clara Valley Transportation Authority
(Call the project hotline, 1-800-818-TRAK, for meeting dates and locations.)

Attend a Public Hearing!

Wednesday, April 16th
San Francisco
ANA Hotel
50 Third Street
5:30 p.m. open house & presentation
6:30 p.m. public hearing
Thursday, April 17th
San Carlos

Key Decisions Draw Near for Downtown CalTrain Extension

London. Paris. Munich. Will San Francisco take its place among these international cities boasting world-class rail stations in the heart of downtown? Put simply: Is the time ripe for extending CalTrain to the financial district of San Francisco?

Over the past two years, the elusive goal of extending CalTrain to downtown San Francisco has been the subject of extensive study—and heated debate. In recent months, the debate has intensified: Can—and should—the project go forward? Is a downtown extension affordable? Would construction be too disruptive?

To answer these fundamental questions, the Peninsula Corridor Joint Powers Board, which owns and operates CalTrain, has completed a number of technical studies on the proposed extension. In March, the JPB will present its findings in a Draft Environmental Impact Statement/Draft Environmental Impact Report. The DEIS/DEIR will help guide the public and decision-makers through the next round of decisions (see "Selecting the Locally Preferred Alternative" inside).

The CalTrain extension has far-reaching potential for reducing traffic congestion, improving the environment, and serving as a catalyst for new economic

development together CalTrain, BART, Muni, AC Transit, SamTrans, and Golden Gate Transit all at one location, making transit connections easier than ever before.

Furthermore, the CalTrain terminal has been designed to accommodate high-speed rail service, which, once in place, would connect downtown San Francisco to the rest of California's planned high-speed network.

By moving forward with the project at this time, the JPB has the opportunity to keep the costs and impacts of the

Continued on back page

LOOKING BACK

Public Plays Major Role in Shaping Project

Much of the progress made over the past two years would not have been possible without the active participation of the local community. Throughout the process, the JPB has worked with residents, business owners, community leaders and transit riders on improving and refining the proposed extension. The following decisions...

High Speed Trains and the CalTrain Downtown Extension Project

By William Blackwell¹

Six months ago, the California Intercity High Speed Rail Commission recommended that San Francisco be the northern terminus of the first high-speed train system in the state.

The report of the Commission summarized the potential benefits of high-speed rail to California and the Bay Area. In brief, the fast trains provide an attractive alternative to highway and air travel that will significantly reduce fuel consumption and air pollution, as well as highway and airline congestion. The San Francisco-Los Angeles line will also help divert population growth from the Los Angeles Basin and the San Francisco Bay Area to the San Joaquin Valley towns. Moreover, high-speed rail systems save lives. They have been in operation in Europe and Japan for over 30 years. During this time, the systems have carried over four billion passengers without a single fatality related to train operations.

Although it might be 10 years or more before a high-speed train system in California becomes a reality, the tentative selection of San Francisco as the northern terminus raises the immediate question, where will the terminal be located? Mayor Brown has said he wants these trains. Others support the idea, but to date the city does not have a plan for the terminal.

Advocates for the downtown extension of CalTrain believe that the high-speed rail system can be successfully integrated with CalTrain at a new rail terminal on Mission Street, the site of the existing Transbay Bus Terminal. But can it?

1. As is, the Transbay Terminal site is not large enough for a combined station.

The Transbay Terminal site is a snug fit for a 6-track 850-foot long station. CalTrain needs 4 to 6 tracks and the high-speed trains need at least 4. Without additional property acquisition, there is not enough width on the site for a combined station.²

- CalTrain has 30 weekday arrivals and 30 weekday departures at the 4th and Townsend station, a total of 60 trains per day. The station has 12 tracks, all of which are used during weekday operations.

At the new terminal, CalTrain will have only six tracks but is expected to run 86 trains a day. Reducing the number of tracks while simultaneously increasing the

¹I am indebted to a number of individuals and involved public officials who have generously offered on-the-record and off-the-record comments and suggestions, many of which are incorporated in this report.

²PCJPB Report Design Options Screening Report Figure 20 shows that adding high speed rail terminal nearly doubles the terminal width.

number of trains is evidently feasible but requires multiple train movements. Instead of waiting at or near the terminal for its next scheduled departure, nearly every arriving train will of necessity immediately depart the terminal to make way for the next arriving train.³ The train without passengers will go to a storage yard, probably at 7th & Townsend since the 16th Street option is more distant, more costly, and not wide enough for the number of tracks required. A few minutes before scheduled departure, the empty train will return to the station for its passengers. In effect, the reduced number of tracks at the Transbay Terminal site doubles train traffic to and from the terminal. Half of this traffic will be the empty trains shuttling back and forth to the remote storage yard.

Now, imagine this: The tentative model for the proposed high speed train system shows a schedule of 74 weekday trains in and out of San Francisco that will be added to the 86 of CalTrain if the stations are combined. If CalTrain needs six tracks for 86 trains, the high-speed trains will need at least four tracks for 74 trains. Even with four dedicated tracks, some of the high-speed trains must also shuttle back and forth to a remote storage area to meet schedule requirements.

Moreover, because of platform height and other differences, the tracks for high speed trains at the terminal may not be interchangeable with the tracks used by CalTrain. Ideally, high speed train doors will be at the quarter points of the cars and station platforms will be at the level of the car floors, as on BART. This is an arrangement that saves time and facilitates access by the physically impaired. BART trains typically spend 30 seconds at station stops. CalTrains with a conventional arrangement of steps averages 4 to 5 minutes. For many, the most aggravating part of an airline flight is the time spent waiting to exit after the plane has docked. Quick egress will help the high speed trains in competition with the airlines. Although expensive to install at some of the intermediate stations, the station platforms at the car floor level will reduce the local train trip time to Los Angeles by 30 minutes or more.

If the terminals are combined, and there are only six tracks, two for high speed and 4 for CalTrain, the scheduling task will be daunting, with little tolerance for unplanned delays or mishaps. CalTrain needs six tracks and the high-speed trains need at least four more. A station for both systems might reasonably have 10 to 12 tracks, but it is virtually inconceivable that both systems could successfully operate with only six tracks between them.

The number of high speed trains is high because the system plans to use short trains at frequent intervals in order to provide service competitive with the airlines. Studies evidently show that this approach will produce greater revenue, even though fewer, longer trains similar to those used in Japan are more economical to operate.

³At present, 15 trains arrive before noon but only six depart before noon, not counting the five that remain overnight. The average standing time at the terminal is almost 3 1/2 hours!

3. Adding high-speed train service will contribute to street and sidewalk congestion at this location.

Fremont Street and First Street are major downtown automobile access routes to the San Francisco Bay Bridge and are frequently congested during commute hours. The street intersections at Mission are especially busy. Sidewalks in the vicinity are crowded. If the extension project proceeds, CalTrain will add 18,000 daily riders at this site, which, in and of itself, will aggravate present traffic conditions. Adding another 12,000 high-speed train riders, with attendant taxi, car, and bus activity, will cause additional traffic woes.

4. The downtown extension project may never be built.

There is at least a 50-50 chance that the downtown extension project will not be funded. The project does not have a strong legislative advocate, probably for good reason:

- It is a high cost project that directly benefits relatively few people.

While it has other benefits, completion of the downtown extension project is expected to result in a net gain of about 5,400 peninsula commuters.⁵ The capital cost estimates for CalTrain extension to the Transbay Terminal site range from a low of \$653 million without full system electrification to a high of \$863 million with full system electrification.⁶ This is roughly the amount needed to make a 20% down payment on 5,000 new \$750,000 homes in San Francisco. Public funds will, of course, not be spent to buy expensive new homes in San Francisco for peninsula residents. However, the statement is only partly facetious. At any time it chooses to do so, the City and County of San Francisco can address suburban sprawl problems, rezone for higher density housing where it makes sense to do so, provide incentives, increase the housing stock, and create the opportunity for more commuters to live in the city -- at far less cost than the \$653 million or \$863 million needed for the downtown extension project.

- There are competing uses for the Transbay Terminal site. Until recently, it was assumed that a bus mall for Muni, SamTrans, Golden Gate, and AC Transit buses would complement the CalTrain terminal at this site. However, it is now proposed that the bus mall be moved a block to the southeast (and farther from Market Street) and it is no longer coupled with CalTrain. The site has great development potential with CalTrain on lower levels, but it has even greater potential without CalTrain.

⁵PCJPB 29 May 1996, Table 4.1: Year 2010 CalTrain forecast is for 17,800 daily San Francisco riders with the downtown extension to the Transbay Terminal site. Without the extension, the "no build" option, the forecast is for 5,800 riders. At 90 %, this equates to 8,010 and 2,610 commuters respectively. The net gain with the extension is 5,400 commuters.

⁶PCJPB Design Options Screening Report, September 1995, Table 2.

CalTrain, no serious street traffic conflicts, and room for spacious short-term and long-term parking decks above the tracks. Nearby properties are available for concomitant activities.

This is the CalTrain "no build" option of the downtown extension project. Although trip time will be at least 15 minutes longer, this "no build" option assumes 7,500 or so northbound weekday peninsula riders will use CalTrain as far as Millbrae but will transfer to BART at Millbrae for the remainder of the trip to San Francisco. A like number of southbound weekday riders will make the reverse trip. The transfers at Millbrae might be partly thwarted by a fast, free, and frequent bus shuttle from 4th and Townsend to Market Street and the financial district.

Alternate No. 2:

How about a new terminal for high-speed trains (that might also be used by CalTrain) on 7th Street between Howard and Market -- a Civic Center station?

It takes only a minute to look at a map of the city showing existing rail lines and conclude that, in terms of train operations and cost, an obvious solution for the high-speed trains is to continue the existing rail lines straight up 7th Street to Market Street and the Civic Center via a tunnel.

Compared to the Transbay Terminal site, the 7th Street route is short, straight, and much less expensive to build. It is entirely within a public right-of-way. Tunnel constructors will use cut-and-cover methods rather than mining, at one-third the cost per mile. Very little underpinning and shoring is required. The difference in cost is consequential, in the range of \$100 million or more⁹.

This site was considered as a possible location for CalTrain but rejected because of excessive walking distance to the financial district, and because Muni is already overloaded in the commute direction by the time it reaches 7th and Market. This site, however, was not evaluated for a high-speed train terminal. The requirements for a high-speed terminal are not the same as the requirements for a commuter railroad.

A terminal location at Civic Center has attractive features:

- A grand terminal at this site presents a tremendously exciting urban design opportunity to complete and complement the Civic Center. The site is also across

⁹Seventh Street 0.84 mile long: 3,850 feet cut and cover @ \$30.6 MM per mile plus 577.5 feet mined tunnels at the cross streets @ \$96.6 MM per mile = \$32.9 MM total; CalTrain downtown extension route is 1.24 miles mined double track tunnel @ \$96.6 MM per mile = \$119.7 MM total. Difference in cost is \$86.9 million. Add also cost of pedestrian concourse and moving sidewalks (\$30 million) plus unknown cost of additional land parcels required at Transbay site. Tunnel construction costs are from the High-Speed Rail Summary Report, September 1996. Costs for the Transbay Terminal site tunnel are lower than those shown in the PCJPB capitol cost estimates.

for the terminal and ancillary uses at 7th Street. Sale of the air rights over the 7th Street terminal for a major hotel would further offset land costs and return substantial property taxes. The city could end up with a new railroad terminal plus air rights returns at 7th Street and the full development potential of the Transbay Terminal site on Mission Street.

How would CalTrain benefit?

The public is not expected to fund two new railroad tunnels and terminals. If 7th and Market is best for the high-speed trains, the downtown extension project will probably be canceled. CalTrain could continue to operate from 4th and Townsend, but it might also use a terminal at 7th and Market to good advantage.

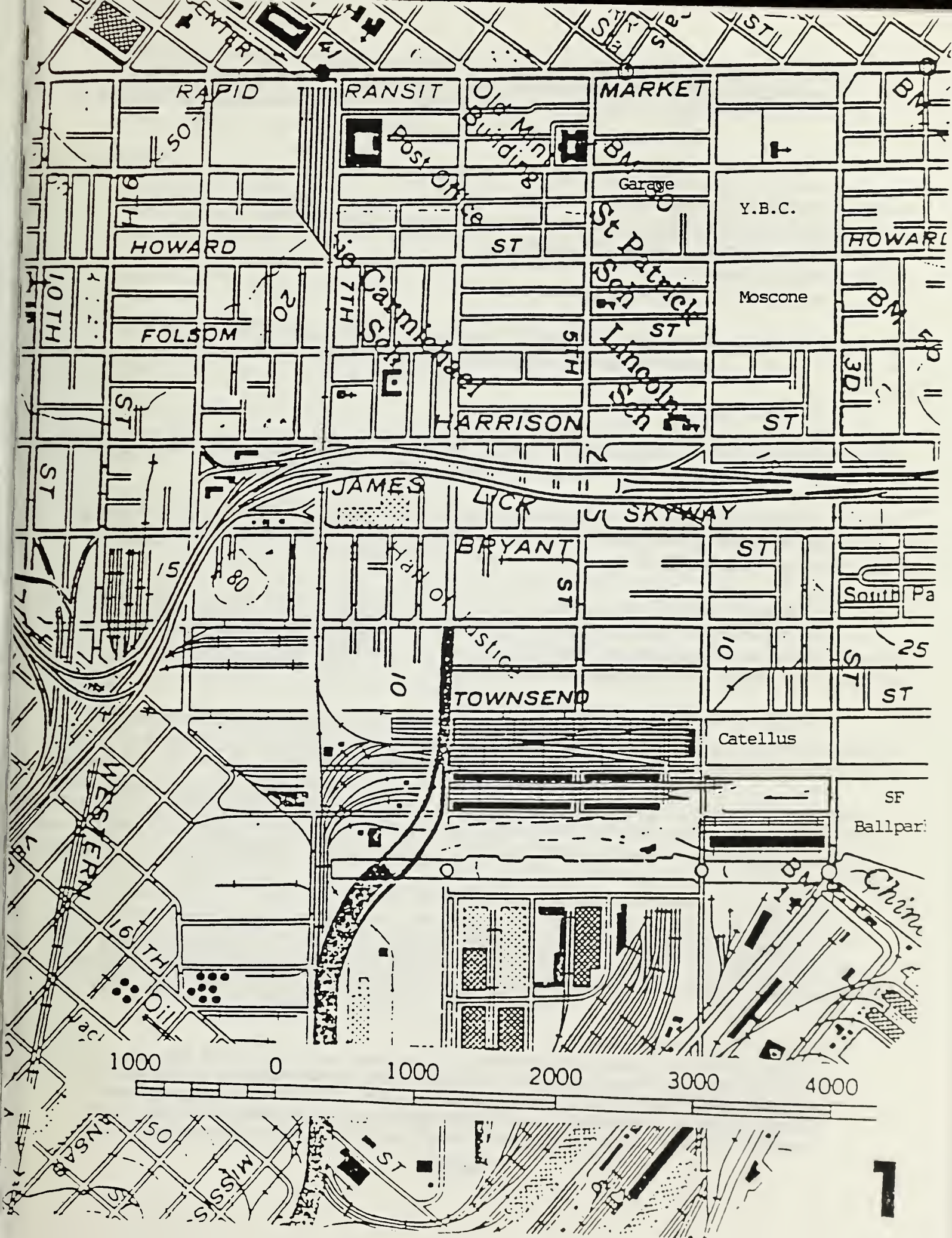
The 7th and Market location for CalTrain lacks the proximity features of the Transbay Terminal site, and might also overload Muni (and BART) in the commute direction. Even so, compared to the "no build" option, CalTrain would benefit by a station at 7th and Market.

Without the downtown extension, CalTrain weekday riders to San Francisco will transfer to BART at Millbrae. The advantage of the BART connection is that it provides a choice of four downtown station locations for the peninsula riders without further transfer. The disadvantage is that the BART transfer at Millbrae will add 10 to 15 minutes to the trip time and \$2 or more to the cost of a one-way trip.

If CalTrain terminated at 7th and Market in San Francisco, most of these riders will remain on CalTrain to the Civic Center Station and then transfer to BART (or Muni) for the short ride to the other three Market Street locations. Peninsula riders will stay on CalTrain to the Civic Center terminal rather than transfer at Millbrae because the trip time will be 10 to 15 minutes less and the cost will be at least \$1.00 less.

In short, a CalTrain station at 7th and Market might recapture many of the riders lost in the "no build" option. Transit ridership, incidentally, will continue to increase in the next few years no matter what options are pursued. Population growth in San Mateo and Santa Clara County, job growth in San Francisco, increasingly intolerable highway congestion, and higher and higher parking rates in San Francisco assures us that this will happen.

Parenthetically, when the high-speed train system with a stop at SFO is completed, the BART extension to the airport may lose some passengers. It will take about 40 minutes to go by BART from SFO to Montgomery and Market Streets with ten intermediate stops. The trip time by high-speed train from the airport to a terminal at 7th and Market will be about 10 minutes with no intermediate stops. In the



WILLIAM BLACKWELL, Architect

451 Pala Avenue

Piedmont, CA 94611-3744

Telephone and FAX (510) 654-4456

May 10, 1997

Ms. Marie L. Pang
Environmental Manager
Peninsula Corridor Joint Powers Board
P.O. Box 3006
San Carlos, CA 94070-1306

MAY 12 1997

Subject: CalTrain San Francisco Downtown Extension Project
Draft EIS and Draft EIR dated March 5, 1997

Dear Ms. Pang:

Following are my comments on several parts of the subject document. Items noted from the summary pages typically also appear elsewhere in the document.

[1] Page S-2, bullet 2: The project as designed does not accommodate California High Speed Train System (HST)¹, but if it does than impact of high speed rail should be included in this DEIS.

[2] Page S-2, bullet 3: As soon as it becomes apparent that there is a reduction in highway congestion, commuters will shift back to cars. Building more quality housing with attractive amenities near where people work is possibly the only effective solution to reducing traffic congestion on the highways.

[3] Page S-2, bullet 4 and following paragraphs: year 2010 net increase in number of commuters over "no build" appears to be about 2,800 (Table 3.1-7). If even half of this increase occurs during the peak hour, highway reduction will be about 3/4 of a lane for one hour. This does not support the claim of a 20 per cent reduction in morning peak hour delay. Also, 2,800 commuters is about three percent of the 90,000 or so peninsula SF commuters, not seven percent. Even if the numbers in this paragraph are correct, it will take more than 50 years for the \$12 million annual saving to offset the cost of the project!

[4] Page S-2, paragraph 1, does not support the 'one central issue': current ridership increase to 24,000 is an 8% increase in just one year without the extension project. CalTrain ridership has increased average 3.4 percent per year over past four years. If it goes up say 5% per year, ridership will be 45,250 in year 2010, which is greater than the number projected with the extension. If, it continues to go up average 3.4%, which

¹ There are not enough tracks in the terminal for HST, no storage tracks are provided, there are four at-grade crossings in the first two miles of track that are flatly not acceptable, and the three sharp curves are unduly restrictive; there is not an adjacent long-term or short term parking garage, and the traffic impact of 12,000 to 15,000 passengers per day arriving and departing with luggage at the Transbay Terminal site may be too much when added to the activity generated by CalTrain.

seems reasonable ², ridership will be 35,245 in year 2010. (The comparable number from Table 3.1-7 is 29,600, which seems low.) CalTrain is performing a valuable service at present and, even according to this report, the difference between the 'build' and 'no build' options could be very slight, although the cost is very high.

[5] Page S-4, 2nd para: '60 trains or 86 trains per day' is ambiguous and without explanation. There are 60 trains now and a 43 percent increase to 86 in the future seems reasonable enough, although it is not clear why exactly 86 is the right number. Both 60 and 86 options are included in a number of tables. The matter is especially confusing because it is noted in another place that these trains will be added during off-peak hours, and thus will have no impact on commute improvement.

[6] Page S-4, 4th bullet: According to Tom Clark at CalTrain, the diesel locomotives now in passenger service and that will soon be refurbished are good for 30 to 35 years and not due for replacement until the years 2015 and 2020.

[7] Page S-4: The "build" option includes possible combine with HST as a feature. The "no-build" option should also include possible combine with HST at 4th & Townsend, an event that is more likely to occur.

[8] Page S-5: too many options: (1) tunneling under Townsend at \$112 million extra and without a ballpark station is, on the face of it, unrealistic; (2) long radius alignment under Rincon Hill is \$6 million cheaper and an easier curve for trains to negotiate and it is not clear why it isn't the base case; (3) one alignment from Folsom to Terminal is not an "option"; (4) I believe Catellus has committed the 16th & Owens site for other purposes and it may not now be available for the storage yard. Some of these 'options' could simply be listed as possible modifications to the base case so the focus could remain on the one central issue of getting trains as close as possible to where most riders want to go -- the net gain in number of commuters.

[9] Page S-9. The Transbay Terminal site is a snug fit for the six tracks and three platforms that would serve CalTrain. There are not two additional tracks available for future HST.

Grand Central Terminal in NYC operates 550 trains per day on 49 platform tracks, an average of 11 trains per day per track. CalTrain is proposing 86 trains per day on 6 tracks at the terminal, an average of 14 trains per day per track, already greater than the track usage at Grand Central. If 74 HST trains are added, track usage at the terminal will be 27 trains per track per day! It is not creditable.

Grand Central has a 109 total storage and terminal tracks, average 5 trains per day per track including storage. CalTrain proposes 14 total tracks, average 6 trains per day per track. If HST is added, average will be 11 trains per day per track, again more than double the track usage managed at Grand Central Terminal.

²This trend will probably continue because of identifiable areas of job growth in SF, increased cost of parking in SF, increased highway congestion, and projected population growth in San Mateo and Santa Clara counties.

Also, there is evidently no provision for future expansion of CalTrain operations beyond the year 2010 in the downtown extension plan. Should not space be included for additional tracks in the future?

[10] Page S-9, Table S-3: add 'both storage yard options have 8 tracks' if true.

[11] Page S-10, propulsion options: If future HST is a consideration, then full system electrification would logically be done when both systems are combined on the same ROW. If dual mode is selected, does that mean the locomotives would once again be scraped and new ones purchased when the HST system is added?

[12] Page S-11, Table S-5: 1,035-foot terminal length is called out although the current plan is for an 850-foot terminal that does not cross under Beale St. The difference is \$15 million if cost is proportionate to size; does this cost estimate assume 86 trains daily?

[13] Page S-12, section S-4.1: (1) The no build alternative simply continues in existence the present conditions and inconveniences associated with the 4th & Townsend Terminal. Use of the term "perpetuating" implies that "no build" causes these conditions, which is not true. (2) Also, retrofit of the Transbay Terminal for continued bus service is an issue separate and distinct from the CalTrain "no build" alternative. Displacement of AC Transit by CalTrain in the extension alternative is, of course, a major impact.

[14] Page S-22, Table S-7, Fiscal and Economic Impact: According to Caltrans, the Transbay Terminal property could be worth from \$28 million to \$33.5 million (\$125 to \$150 per sq. ft). It follows that private development of the property might reach several hundred million dollars, resulting in property tax revenue to SF of \$2 to \$3 million per year. The city will lose this revenue if CalTrain takes the property. This item should be included in the total worst case fiscal loss. It is a consideration, for example, in the possible location of the De Young museum at this site.

This fiscal impact could be mitigated by (1) sale of the air rights above the terminal to a private developer, which is not mentioned in the extension plan, or (2) if the EIR can document an appreciable increase in the value of surrounding properties as a result of the extension project. The latter would be a valuable addition to this DEIR.

[15] Page 1-5, 2nd para: Table 3.1-7 does not forecast 100 to 200 percent increase in future CalTrain ridership. It shows an 82 per cent increase over 1996 with 60 trains and a 95 percent increase with 86 trains. Either the statement is incorrect or the table is incorrect. A 200 percent increase would be a ridership of 66,618, not 43,400. The problem is that if the forecast based on MTC modeling is wrong and ridership doubles, as some predict, then the estimate of the number of trains, terminal tracks and storage tracks, rolling stock, traffic impacts, etc. are also wrong, and the whole document becomes suspect.

[16] Page 1-5, 2nd para: HST loss of 200,000 per year equates to about 640 riders per weekday. Riders per day is the unit generally used elsewhere in the report and might be used here to keep numbers in perspective. 200,000 is less than two percent of the forecast

11.2 million for LA-SF and less than one percent of the forecast 22 million for the complete HST system. In other words, it is not a particularly startling figure.

[17] Page 3-16, Table 3.1-7 (and also Table S-5): Assuming 65 percent of riders each way are SF commuters, the difference between 'build' and 'no build' is 3,624 commuters (86 trains per day). If only 50 percent are SF commuters, which is assumed elsewhere in this report, the difference is 2,788. These numbers, while not inconsequential, are relatively small when put against a project cost of \$650 million that with full electrification could go to \$850 million. Is there general confidence in the validity of the projections shown in this table?

[18] Chapter 3: either include a section on California High Speed Rail (HST) or else delete reference to HST from this document. It would be helpful to insert a note in the summary explaining that whereas the Transbay Terminal might be considered as a possible site for HST in the future, the project as designed does not accommodate HST and could not accommodate HST without substantial modification.

[19] Page 3-17, "no build": The assumption that more than one third of the SF commuters will switch to BART at Millbrae rather than ride to 4th & Townsend appears exaggerated since time and cost to the downtown area by way of BART will be substantially greater than by CalTrain.

[20] Page 5-60, section 5.19.5: simply says that intersections surrounding the terminal would have an increase in pedestrian traffic. That is all it says. There is no detail and no analysis.

Off loading 7-car trains with 1000 passengers (equivalent to about 20 bus loads) every 6 minutes during the morning peak hour is going to have an impact on the surrounding sidewalks and the underground pedestrian concourse, if it is built. I expect there will also be a noticeable increase in surface bus, taxi, and auto activity. If HST is added, both vehicular traffic and pedestrian traffic will have very substantial negative impact.

[21] General: This is an important document that ought to be professionally written, objective, forthright, consistent, and complete. Before proceeding with the question of funding and a final EIR, I suggest that it be substantially revised and edited.

Please call if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "William Blackwell". The signature is fluid and cursive, with the first name "William" and last name "Blackwell" clearly distinguishable.

William Blackwell

WB:cz

Copy: Jerome Wiggins, U.S. DOT

April 22, 1997

Down Town Train
Dear JPE-San. Fran. Extension E/D Members:

Item 1. I want my position to be as the SAME AS
TO WHAT THE POSITION OF A/C TRANSIT IS! *from*
WITH REF TO THE OAKLAND, CA.
DEIS & DEIA,

V.T.V.
Charlie Cameron
Charlie Cameron
P.O. Box 55
Hayward, Ca. 94543



**CalTrain San Francisco Downtown
Extension Project**

Please Fill Out This Card If You Wish To Comment

Written Comment

(Please print clearly)

Date: 4/16/97

Name: Joe Cascone

Address: 275 Dolores Street

San Francisco, CA 94103

Phone Number: (415) 487-1830

Organization Or Affiliation: _____

I would like to make the following written comment:
(this will not be read aloud)

Bicycle access in and out
of the new downtown
and Mission Bay stations
should be given careful
consideration as early on
as possible.

Each speaker will be subject to a five (5) minute limit.



CalTrain San Francisco Downtown
Extension Project

Please Fill Out This Card If You Wish To Comment

Written Comment

(Please print clearly)

Date: 4/16/97

Name: JIM CHAMBERS

Address: 4650 CLAREWOOD DR.
OAKLAND, CA 94618

Phone Number: 510/655-6975

Organization Or Affiliation: A C TRANSIT TRANSBAY TRANSPO

I would like to make the following written comment:
(this will not be read aloud)

AS A DAILY EAST BAY COMMUTER TO
SAN FRANCISCO, I ADAMANTLY OPPOSE
ANY PROPOSAL TO CEASE USE OF THE
TRANSBAY TERMINAL FOR BUS TRANSPORTATION
FROM THE EAST BAY. THE NEGATIVE IMPACTS
(INCREASES PRESSURE ON BART AND AUTO
TRAFFIC ON THE BAY BRIDGE AND ON S.F.
SURFACE STREETS), COMBINED WITH THE LACK
OF FUNDING ~~AND~~ AVAILABLE FOR A REPLACEMENT
TRANSIT TERMINAL, MAKES IT IMPERATIVE
TO RETAIN THE TRANSBAY TERMINAL FOR ~~COMMUTER~~

Each speaker will be subject to a five (5) minute limit. BUS COMMUTER PURPOSES.

1207 Chestnut Street #8
San Francisco, California 94109

7 May 1997

Ms. Marie Pang, Environmental Manager
Peninsula Corridor Joint Powers Board
1250 San Carlos Avenue
P.O. Box 3006
San Carlos, CA 94070-1306

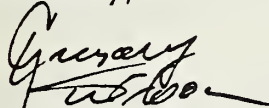
Ms. Pang:

As a daily rider of Caltrain from San Francisco to Palo Alto, I would like to contribute my preferences for the various options which are being considered for the Caltrain extension to downtown San Francisco. My preferences are:

1. Townsend Street Alignment: Townsend South Side
2. Mined Tunnel Alignment: Long radius
3. Transbay Bus Terminal location: B-Transbay Short and Medium
4. Storage Yard Location: 7th and Townsend
5. Propulsion System: Full Electrification

Thank you for your consideration.

Sincerely,


Gregory T. Fieldson

1207 Chestnut Street #8
San Francisco, California 94109

21997

7 May 1997

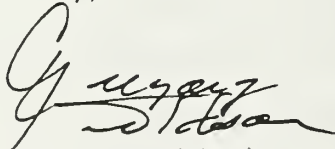
Peninsula Corridor Joint Powers Board
1250 San Carlos Avenue
P.O. Box 3006
San Carlos, California 94070-1306

Madams and Sirs:

I am writing to urge you to approve the draft EIR/EIS for the Caltrain extension to downtown San Francisco and to fund as final environmental impact report. As a daily commuter on Caltrain, and living in the Northern side of San Francisco, I believe that my daily commute would be significantly improved by a downtown extension of the Caltrain. I also think that it would have a beneficial effect on traffic throughout the peninsula, as more commuters would find Caltrain a viable option for their daily travels.

In two years of commuting on Caltrain, I have been amazed at the rapid increase in ridership. At the present time, it seems that even the counter-commute trains are beginning to approach their capacity. With this level of ridership, it would seem very profitable to continue investing in improving the Caltrain line.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Gregory T. Fieldson', written in a cursive style.

Gregory T. Fieldson

1 2 1997

Jamey Frank
70 Crestline Drive #1
San Francisco, CA 94131

Ms. Marie Pang, Environmental Manager
Peninsula Corridor Joint Powers Board
1250 San Carlos Avenue
P.O. Box 3006
San Carlos, Ca 94070-1306

May 7, 1997

Dear Ms. Pang:

As a rider of Caltrain for the last year and a half between San Francisco and Stanford, I am strongly in support of a downtown extension to the Transbay terminal or anywhere which has a DIRECT connection with the Muni underground and BART on Market Street.

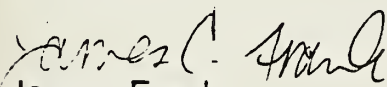
I don't plan on ever riding the Embarcadero Muni extension to the Caltrain station. Only one of the Muni underground trains will go down there, and we'll still have to transfer at Embarcadero Station.

I live on Twin Peaks, and have to take three different Muni lines to get to 4th and Townsend station. This is unacceptable. That's why I drive and park my car at 22nd Street. If for some reason parking became inaccessible at 22nd Street, I'd be immediate back on the freeway. I would love to see SOMETHING done to improve the Orwellian conditions of 22nd Street station - even some benches.

I am in strong support of BART to the airport. Please work with BART to have a viable, convenient, connection with BART to the airport, including coordinated train schedules. Currently, express trains all bypass Milbrae, but if passengers need to connect to BART there, then all express trains should stop to meet BART.

Lastly, I would just love to have another southbound morning express train at about 8:30am. I also support full electrification of CalTrain to increase train acceleration and decrease travel time. .

Sincerely,


Jamey Frank

Comments on the DEIR/DEIS for the Downtown Extension of CalTrain.
April 1997

1. The JPB should adopt the present draft EIR/EIS and continue to a final EIR/EIS.
2. The ridership figures for the downtown extension need to be re-evaluated. Prior studies for the extension to downtown have pegged the ridership at much more than 4500 new riders. So this needs to be reevaluated by a disinterested third party from away from the Bay Area. It should be examined over a wide range of operating frequencies and mixture of services. The maximum potential needs to be determined by modelling with a frequency of a BART train schedule. This would be more equal for reality checking.
3. 5 Questions that are asked for decision responses:
 - A. Townsend Street alignment-----Townsend-Southside
This would have less construction/costs with less obstruction of side streets.
 - B. Mined Tunnel alignment-----Long Radius
Long radius, short tunnel has lowest cost and highest operating speed. The short tunnel results in the least excavation volume. This would also have the least truck traffic during construction.
 - C. Transbay Terminal bus location----B. Short & Medium Terminal
This is the best way to assure that there will be joint transit development and retail development. This will maximize the potential of the foot traffic that will be generated.
 - D. Storage yard location-----7th & Townsend
This offers lower operating costs from a double ended yard and is currently occupied by JPB tracks with a permanent easement to use. Under 260 is inefficient for operations and may be wiped out if the freeway structure should fail in an earthquake.
 - E. Propulsion-----Full electrification
The present locomotives must be replaced by 2005 and they should not be included in the cost of the downtown extension. Electrification now will push modernization.
The fully electrified system has increased speed, reduced running times, dramatically reduced noise and air pollution, reduced operating cost, increased reliability over the dual mode solution. This should be a top priority because it is needed in any extension involving an underground terminal.
The Peninsula cities need rapid and frequent CalTrain service to downtown San Francisco with connection to the region's other transit systems. This would provide improved transit access from the Peninsula to the rest of the region and provide a real alternative to the crowding of the freeways.
The Baseline project should not include the costs of parking at Peninsula stations. This money should be used for electrifying the rest of the project. There should be more coordination between the busses and CalTrain routes and times instead of facilities for autos.

Sylvia M. Gregory
141 Madison Ave.
San Bruno, CA 94066

S.G.



**CalTrain San Francisco Downtown
Extension Project**

Please Fill Out This Card If You Wish To Comment

Written Comment

(Please print clearly)

Date: April 16th, 1997

Name: Tom Harriman

Address: 1479 28th Ave

San Francisco, CA 94122

Phone Number: (415) 731-3632

Organization Or Affiliation: San Francisco Bicycle
Coalition

I would like to make the following written comment:
(this will not be read aloud)

Bicycle commuters will expect
access from this new terminal,
it should be included in the design.

The "Townsend-South side"
option I like the best.

Keep the elevated busways -
tunneling is too expensive for
buses.

Each speaker will be subject to a five (5) minute limit.



CalTrain San Francisco Downtown
Extension Project

Please Fill Out This Card If You Wish To Comment

RECEIVED
SAN TRANS
ENGINEERING DEPARTMENT

Written Comment

(Please print clearly)

2 23 PM '97

7/17/97

Date:

JOHN F. HIRTEN

Name:

60 SPEAR ST.

Address:

SUITE 650

SAN FRAN CA 94106

Phone Number:

415-861-7665

Organization Or Affiliation:

Pides, Inc.

I would like to make the following written comment:
(this will not be read aloud)

I'm commenting
as individual & former Asst
Secretary - U.S. DOT. This
project is one of most
important in Bay Area to
finally bring it all together.
Absolutely essential to high
Speed rail connection which
will become the most important
link for L.A. & S.F.

[Signature]

Each speaker will be subject to a five (5) minute limit.



CalTrain San Francisco Downtown
Extension Project

Please Fill Out This Card If You Wish To Comment

Written Comment

(Please print clearly)

Date: 4/17/97
Name: STAN HORN
Address: 36 SUMMERS ST
SA
ST 94130
Phone Number: 415-2993
Organization Or Affiliation: _____

I would like to make the following written comment:
(this will not be read aloud)

WOULD IT BE POSSIBLE TO
VIRTUALLY ELIMINATE CONSTRUCTION
COSTS BY ORDERING FUTURE
CALTRAIN - MUNI - S.J. CARS
SO THAT THEY COULD OPERATE
PERFECTLY WELL
~~ON~~ ON CALTRAIN, MUNI,
& S.J. TRACKS? THEN CALTRAIN
WOULD HAVE 4 DOWNTOWN
STATIONS AT NO CONSTRUCTION
COST.

AND CARS COULD PROBABLY BE

Each speaker will be subject to a five (5) minute limit.

PROVIDED YEARS AHEAD OF
TUNNELS, ETC.



CalTrain San Francisco Downtown
Extension Project

Please Fill Out This Card If You Wish To Comment

Written Comment

(Please print clearly)

Date: 4.17.97

Name: JOHN HUGONIN

Address: 452 OLD QUARRY RD, NORTH
LANSING CA 94939

Phone Number: 508-7942

Organization Or Affiliation: STV, INC.

I would like to make the following written comment:
(this will not be read aloud)

IS JPB/SAMTRANS EVALUATING
USE OF PUBLIC/PRIVATE PARTNER-
SHIP TO EXPLOIT DEVELOPMENT
POTENTIAL? THIS COULD GO TOWARD
THE CLOSING THE FUNDING GAP
TO FINANCE THE EXTENSION
PROJECT.

WHAT SPECIFIC STEPS WOULD
JPB/SAMTRANS TAKE TO GENERATE
INTEREST FROM DEVELOPERS?

Each speaker will be subject to a five (5) minute limit.

Janice Jackson
1047 59th Street
Oakland, CA 94608
(510) 658-9355

APR 7 1997

March 29, 1997

MAR 31 12 48 PM '97

JPB- San Francisco Extension
P.O. Box 3006
San Carlos, CA 94070-1306

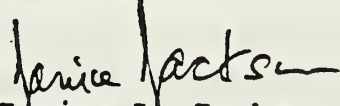
RE: Transbay Terminal/CalTrain Extension

Dear Planners/Administrators:

Thank you for sending me the March 1997 *On The Right Track*. I am pleased that an effort is being made to extend the CalTrain station to a more central location in downtown San Francisco. It is a wise decision to connect it to the Transbay Terminal. However, I do not understand why the existing Transbay Terminal must be moved. I realize that the building needs earthquake retrofitting and that this is costly. Building a new terminal will be even more costly. I am concerned that the needs of Transbay bus riders are being neglected. The Transbay Terminal's present design allows busses to quickly gain access to the bridge avoiding the San Francisco street traffic gridlock. I am concerned that the new plan will eliminate this advantage lessening the desirability of taking the bus into San Francisco by forcing the buses to join the San Francisco street traffic. If this is the case bus service will die when it should be flourishing. Transbay bus service is vital to my ability to work in San Francisco.

I plan to attend your public hearing on April 16th at the ANA Hotel to better understand the proposed plan and offer my comments. Thank you for your time and attention.

Sincerely,


Janice L. Jackson
Concerned East Bay Citizen

cc: Mayor Harris
Council member, Jane Brunner

C. Philip Jacques

Fax & TAD: 1 (408) 739-2726



873 Somerset Drive
Sunnyvale, CA 94087-2224

28 April 1997

Atten: Marie L. Pang
Cal Train
PO. Box 3006
San Carlos, CA 94070-1306

APR 28 1997

CAL TRAIN EXTENSION IN SAN FRANCISCO

The plan to extend Cal Train from the present terminal at Fourth and Townsend Streets in San Francisco to the Transbay Terminal is wrong for the following reasons:

1. The main thrust of regional transit plans (and the function of the Metropolitan Transportation Commission) should be to extend BART, so that Cal Train is finally replaced by a single modern commuter system. which links all the cities around the Bay.
2. The correct place to link BART and Cal Train, until BART is extended to circle the Bay, is at the point where the new BART extension to the airport crosses the Cal Train route.
3. Plans already exist for extending San Francisco's Muni Metro from the Embarcadero to the present Cal Train terminal.
4. A high speed long distance rail system, even if confined to California, is unrealistic because it can never compete with the airlines and would be far too costly. There is no justification in building a station at the Transbay Terminal for future long distance rail service.

The correct regional transportation plan should consist of:

1. Abandoning the idea of a new Cal Train station at the Transbay Terminal
2. Build a temporary link for BART-Cal Train interchange where the systems intersect in San Mateo County
3. Extend Muni Metro from the Market Street subway to the present Cal Train Station.
4. Extend BART, as soon as the extension to the airport is complete, to San Jose then terminate Cal Train. The tracks in San Francisco could be used by Muni Metro to provide fast service to Candlestick and Hunters Point. The tracks in Santa Clara County could be used to extend the county's light rail system. This might result in Sam Trans developing a light rail over the Cal Train right of way. In order to obtain proper support from Cal Train BART should plan on hiring Cal Train employees when the system terminates. This should be the function of the Metropolitan Transportation Commission but that body seems to have little power to do anything worthwhile. We live by the car and we will die by the car!

Yours Sincerely,

C. Philip Jacques



Michael Kiesling
arch21@ricochet.net
415.399.9559
750 Columbus Avenue #3
San Francisco, CA 94133

May 9, 1997

Ms. Marie Pang, Environmental Manager
Peninsula Corridor Joint Powers Board
1250 San Carlos Avenue
P.O. Box 3006
San Carlos, CA 94070-1306

via fax: 415-508-6281

Comments on the DEIR/DEIS for the CalTrain Downtown Extension

In 1992, I presented plans to the Peninsula Corridor Joint Powers Board for an extension of CalTrain into a new Downtown San Francisco Terminal at the site of the existing Transbay Transit Terminal. I am pleased to see that most of the design I offered to the JPB has been able to form the foundation of the current plans for the extension.

The DEIR asks 5 questions about the extension's sub-alternatives. From my experience with the project, I ask the JPB to pursue the following options:

1. Townsend Street alignment: Townsend-Southside
2. Mined tunnel alignment: Long radius
3. Transbay bus terminal location: Transbay Short
4. Storage yard location: 7th and Townsend
5. Propulsion system: Full electrification

In addition to these sub-alternatives, I feel that the DEIR needs to address the following options:

1. Townsend Street alignment: Townsend Southside Retained Cut, with transition to depressed between 4th and 5th Streets, Grade Separation at 4th Street, and Mission Bay Station depressed between 4th and 3rd Streets. This alternative provides a station within a block of the proposed Giants' PacBell Ballpark. With San Francisco considering a redevelopment area in the Mission Bay blocks north of China Basin, public funding could be available to fund the additional cost of this depression, and fund the construction of development above the station.
-

2 Transbay bus terminal location: Completely New Phased Aerial Terminal for CalTrain and Buses at the Existing Transbay Transit Terminal Site. I sincerely feel that the DEIR and planning process did not address the opportunity for this option. It is clear from the discussion in the DEIR that no substantial design or engineering work was completed on the aerial terminal option since Parsons Brinckerhoff Ouade Douglas investigated the option in the March 3, 1994 *CalTrain San Francisco Downtown Extension/System Upgrades Final Report*. This is a major flaw, since there can be no discussion of the cost difference between an aerial and underground terminal. Furthermore, the phased project described in the DEIR contemplates the funding of an expensive underground "shell" for a future downtown station as part of the first phase of a staged project, forcing the JPB to spend transit money to placate the perceived land-use impacts of non-transit entities.

The Final EIR must justify this trade-off in funding priorities. Additionally, the Final EIR should investigate the feasibility of constructing an aerial terminal at the Transbay site. For your convince, an outline of this project is provided in the Appendix to this letter.

Regional transit funds are limited. The DEIR discusses this, and offers a phased project. The Final EIR needs to investigate the issues of train service levels, specifically increased schedules of 114 and 192 trains, and their effect on mode share and transit utilization. The DEIR's investigation of parking needs should be expanded to include significantly greater parking capacity (garages, etc...) at key stations in conjunction with all-day express service between those stations. The JPB needs to additionally investigate future land use plans in the communities along the line to assess which stations can benefit from a future partnership with private developers to increase housing along the line. The system already has projects of this type in place at California Avenue, and near the upcoming San Antonio Road Station, with plans for a massive development at the Hillsdale station just approved. Provision of high levels of transit service to future developments can help reduce the traffic impacts of these projects.

In light of this need for greater transit access along the Peninsula Corridor, the Final EIR should investigate a phasing plan that commits the available local funding as soon as possible to electrification and upgrade of the existing line, including station improvements. Additionally, the Final EIR needs to clearly account for the costs in upgrades that are necessary in any alternative, such as locomotive replacement, fleet rehabilitation, and line upgrades.

In conjunction with the accounting of project and non-project costs, the JPB needs to work with the State High-Speed Rail commission and its consultants to ensure that any improvements planned, including the downtown terminal's capacity, are capable of accommodating future high-speed rail requirements. Upgrades made to the signaling system should look to issues of future compatibility with standard cab signaling systems in place on Class 5 railways and high speed lines, and station planning should insure compatibility with a third track along the entire line.

The Peninsula Corridor needs improved transit, and the FEIR should be a document that outlines all improvements to bring the CalTrain system to transit level service. A document that leaves issues of the relationship between increased service and the downtown extension unanswered will result in an incomplete assessment of the project.

Finally, the relocation of the Transbay Transit Terminal to the Main/Beale site is unacceptable from a transit standpoint. The Main/Beale site is a poor location for transit users. It is further from all downtown destinations, including Pac Bell Park and Mission Bay, than the Transbay Terminal ¹

The planned CalTrain station at the Transbay Terminal is across two streets from the Main/Beale site. That means all advantages of a combined terminal are lost. People who would want to take MUNI to reach the new CalTrain station would have to cross Howard and Beale Streets to reach CalTrain. A tunnel for pedestrians between the two terminals and Market Street is not included in funding. That would require an additional \$40 million.

Making the existing Transbay Terminal the location of an entirely new bus/rail terminal means that the empty state property at Main/Beale can be committed to development (housing, museum, stock exchange, ...) very soon, starting the process of rebuilding the neighborhood. This limits the impact of the CalTrain project to one site.

If you split the terminals by moving the buses to the Main/Beale site, you have years before the design, funding, and construction of both the new bus terminal and the underground shell for CalTrain is complete, resulting in a prolonged construction period.

Thank you for the opportunity to comment on the DEIR. Please take care to consider these comments and those included in the following appendix.

Sincerely



Michael Kiesling

¹ Transbay site to Second/King via Howard and Second Streets is shorter by 35' than from Beale/Main terminal at Folsom Street via Beale, Embarcadero, and King Street



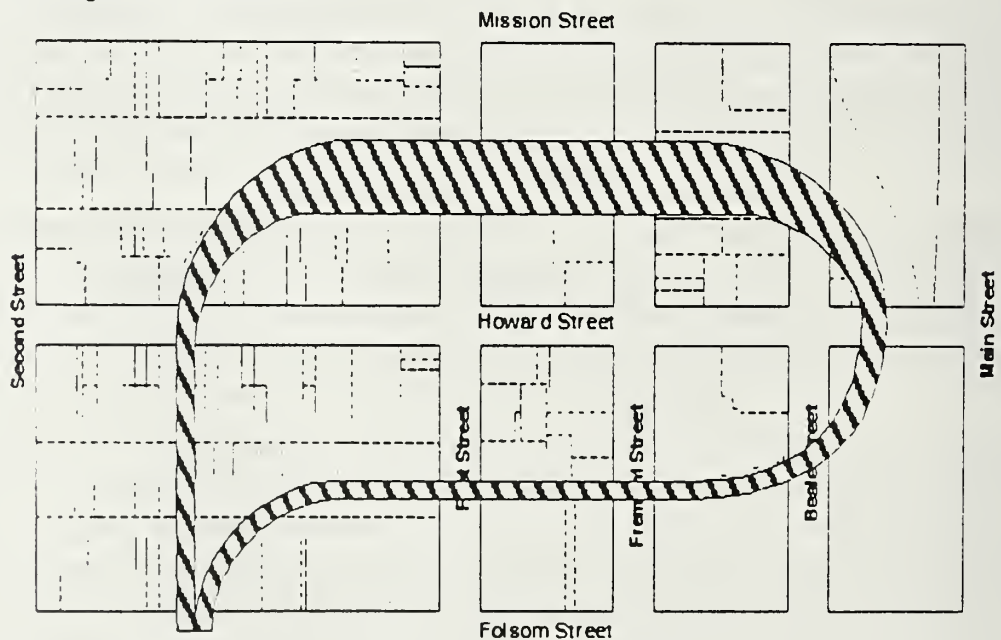
Transbay Terminal Reconstruction

arch21@ricochet.net
415.399.9559
750 Columbus Avenue #3
San Francisco, CA 94133

The reconstruction of the Transbay Transit Terminal to accommodate CalTrain and regional bus services, primarily AC Transit and SF MUNI, can be accomplished at a lower cost and with fewer impacts to transit service than is currently envisioned by either the CalTrain Downtown Extension DEIR or the City of San Francisco.

It is possible to build a new rail/bus terminal at the site of the existing Transbay Transit Terminal in phases, allowing existing transit services to use the facility during its reconstruction, and to phase the overall development of the terminal over a number of years to allow an early reconstruction for bus services, with a later phase to accommodate CalTrain and future high-speed rail plans. Additionally, only the phased terminal described within will allow for a future high-speed rail service to run up the peninsula, into the station, and then run out of San Francisco and into the East Bay via a future Bay Bridge connection.

Existing Terminal

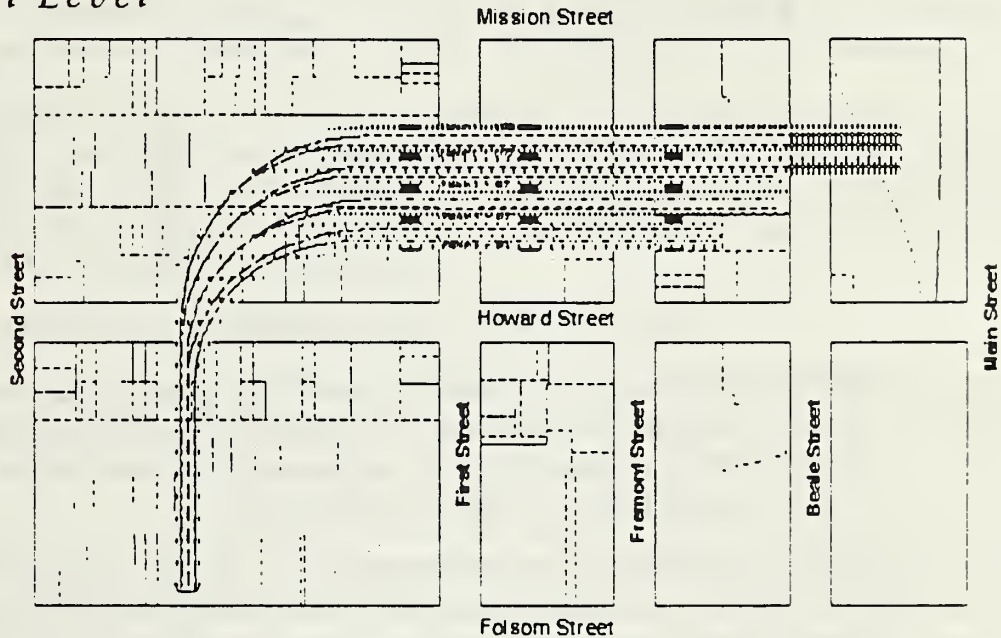


The existing terminal and its ramps have been in place since 1939, when rail service was inaugurated across the Bay Bridge. At its peak, the bridge railway carried 26 million passengers a year across the bridge and into the terminal.

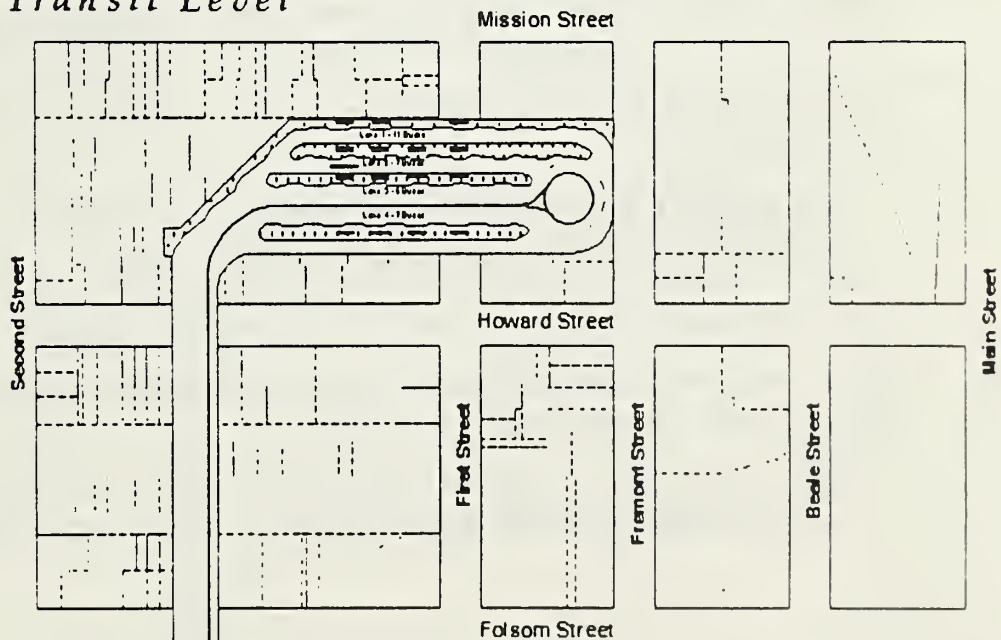
Building a Phased Terminal

It is possible to build a new terminal for both CalTrain and buses at the site of the existing terminal. The key is to plan for a terminal that places both CalTrain and the buses above ground. The tunnel planned to bring CalTrain from the existing Fourth and Townsend terminal to the Transbay Terminal can be modified to bring the trains to the surface south of Howard Street and in to an elevated terminal built on the site of the existing Transbay Transit Terminal.

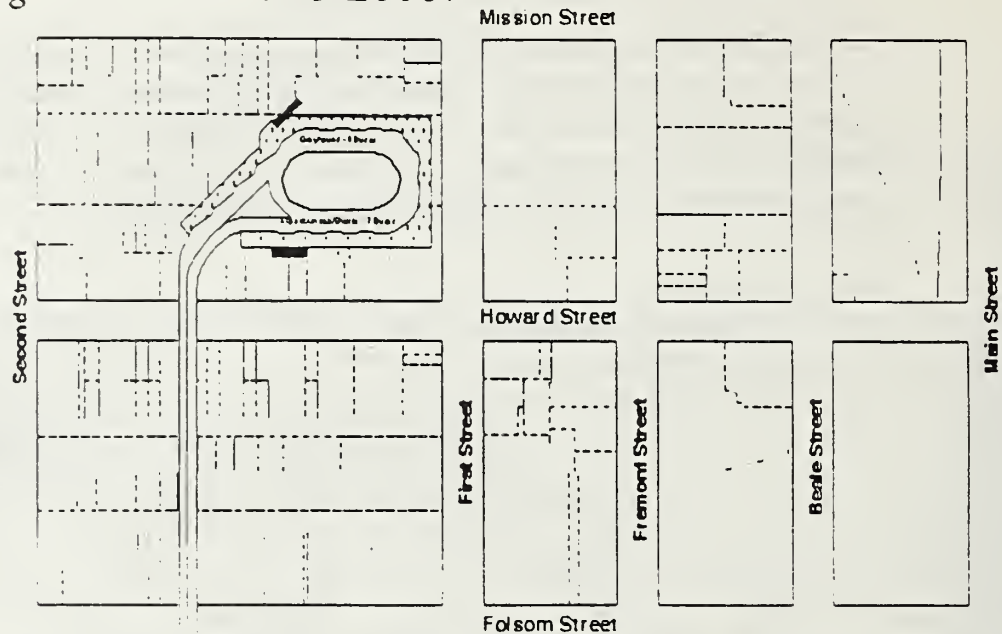
Rail Level



AC Transit Level



Long Distance Bus Level



The three proceeding drawings show the final configuration of the proposed terminal. CalTrain would be located one level above the street (about 27'), and would be provided eight tracks, accommodating any proposed CalTrain and future high-speed rail service. In a phased terminal, the rail level would initially be utilized as a bus terminal.

The AC Transit level as shown accommodates 31 articulated bus bays. Different arrangements could provide a greater number of bus bays, if some bays were designed for shorter, non-articulated buses. This level could be built as a second phase, if funding is not immediately available to build the CalTrain extension. This level would be above the trains.

Long Distance Buses would occupy the top level of the terminal. This plan offers 16 spaces to be shared by Greyhound and other private bus operators. The construction of this level could be postponed well into the future, depending on AC Transit's space requirements.

In total, the phased terminal described above offers the best value for both the transit agencies and the transit rider:

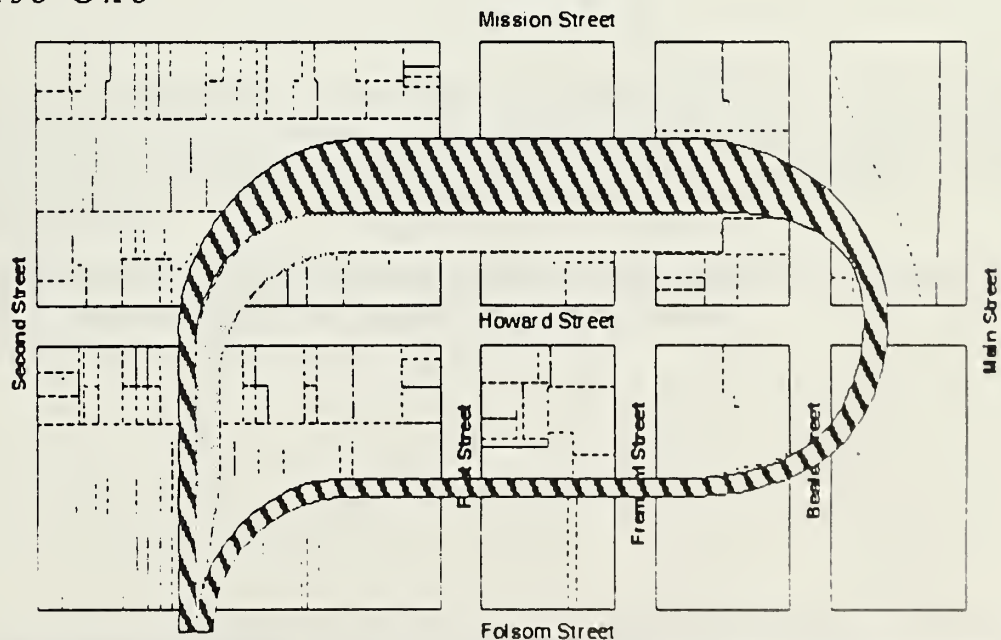
- It allows riders to stay in the existing terminal while it is reconstructed
 - The first phase could be built for less than \$150 million (1997\$)
 - The terminal is as close to Market Street and the Financial District as possible
 - Elevating all the transit above grade maximizes the street-level and underground development opportunities- shopping, meeting halls, parking
 - Trains from the rail level would not be precluded from reaching the Bay Bridge, if the decision was ever made to include a future rail link between San Francisco and Oakland
-

Construction of a Phased Terminal

The steps illustrated below explain the construction of a phased terminal to replace the existing Transbay Transit Terminal

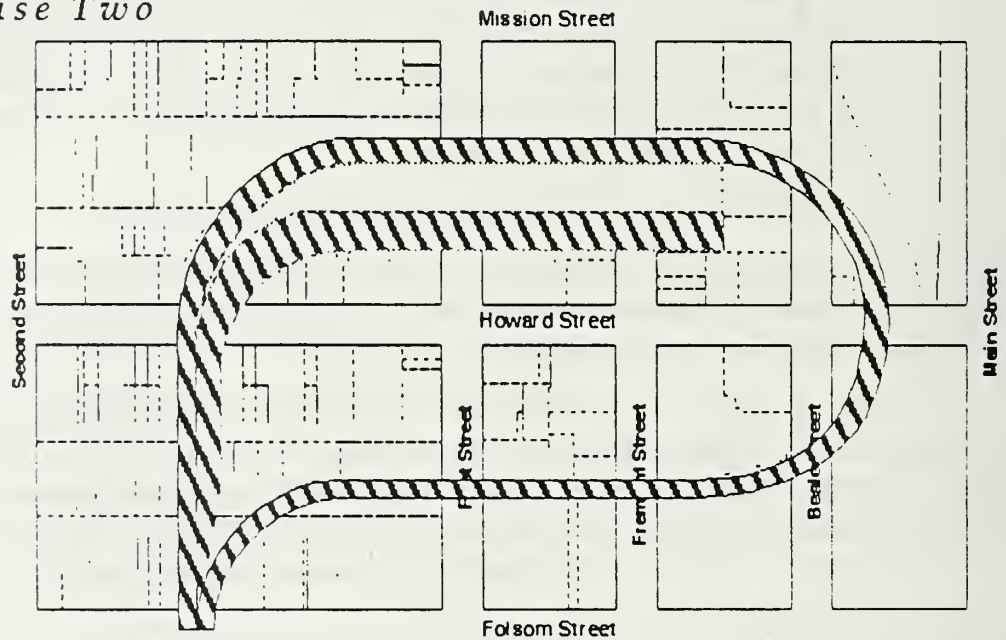
1. Start with the existing TTT
2. Buy the properties along the south edge within the curve (Caribbean Zone, Club DV8, other smaller buildings, Fritz's building next to the terminal at First and Howard, KSW's parking lot at Fremont and Howard, and a portion of the private properties between Fremont and Beale, excluding the approved Bechtel highrise site) and knock them down. Also buy the two or three properties on the east side of the west ramp necessary for the wider ramp. Knock them down too.
3. Consolidate the unneeded land along Howard Street west of First that you just bought and sell it back to someone who wants to build on it, and will appreciate the chance to build next to a terminal. Offer the properties in front of the terminal on Mission to Fritz and KSW, or offer them the proceeds from the sale of that area to compensate them for their properties on the south of the terminal between Fremont and First.
4. Take the roof off of TTT. Build temporary shelters over platforms
5. If necessary, relocate Greyhound to a temporary terminal. Probably not necessary, because Greyhound doesn't seem to need all its space. Greyhound should adapt to share its space with the Grey Line buses and Reno buses
6. Build a +/- 80' wide portion of the new bus terminal right next to the existing TTT on the south side. Also begin construction on the new wider bus ramp by building on the east side of the west ramp. The portion between Howard and Folsom Streets needs to be built from steel, as it will be removed eventually when the terminal is converted for trains. Connect the new portion of the terminal to this new ramp, and also to the east bus ramp during the construction period

Phase One



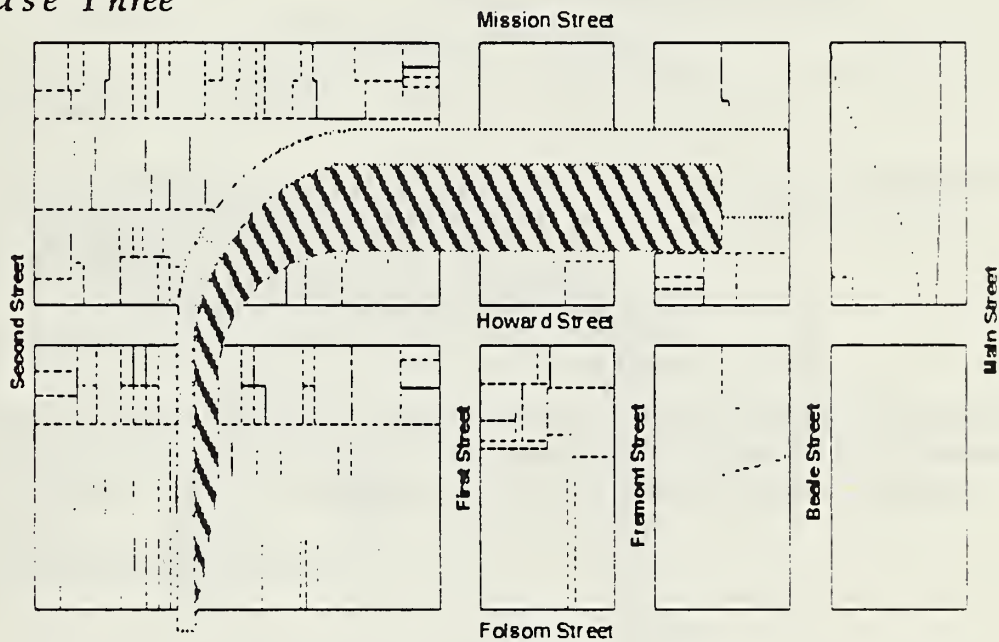
7. Move AC to the new portion of the terminal. May be cramped, and portions of ramp may be needed for loading at peak times.
8. Evict businesses and parking from TTT.
9. Knock down two-thirds of the TTT, leaving only Greyhound lane. Begin construction of new MUNI loop beneath terminal between Beale and Fremont.
10. Build portion of new terminal on part of TTT just knocked down.

Phase Two



-
- 11 Move Greyhound to new terminal.
 - 12 Knock down remaining TTT and finish new terminal, including MUNI loop. Demo remaining old portion of west ramp and rebuild along portion of ramp previously constructed in step 6. (On drawings, this is construction Phase Two.)
 - 13 Demo MUNI hump in front of TTT. Sell property off to developer. Demo entire east ramp. Sell property to developers.
 - 14 Initiate full bus service in new terminal.

Phase Three

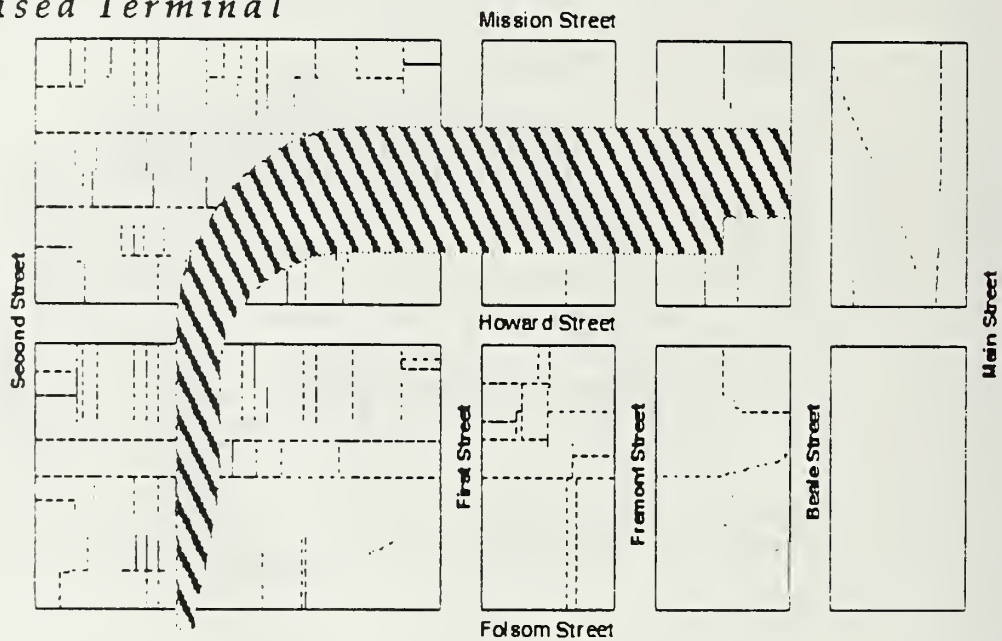


At this point, the functions of the current terminal have been fully replaced. The property on Mission Street can be sold to recover the costs of purchasing the properties on the south side of the terminal. The potential income from the sale of that space is great, since zoning allows for a 40+ story building on the site.

The steps outlined on the following page complete the transformation of the existing Transbay Transit Terminal into a regional hub, through the addition of CalTrain.

- 15 Construct new bus terminal, based roughly on "TTT Short" above the first deck. Foundations for building already constructed as initial part of terminal. Construction should be able to take place with minimal disruption to the bus service.
- 16 Limit traffic on steel section of bus ramp so that new connecting ramps may be built to new upper levels of terminal.
- 17 Remove remaining portions of temporary steel ramp on lower approach to terminal and build connecting ramp from rail tunnel portal to rail deck of terminal.
- 18 Initiate full bus service on new decks
- 19 Once buses have been moved into new upper level terminal, convert first deck for rail use
- 19 Initiate full rail service into terminal.

Phased Terminal



A phased terminal at the Transbay Site would allow earlier disposition of the remaining state properties in the area for private development, accelerating the entire redevelopment of the Transbay area. Additionally, the cost and inconvenience of a temporary terminal at the Main/Beale Site that has been assumed for a new terminal at the existing Transbay Terminal site are eliminated

Plans and Drawings by Michael Kiesling, April 1997

Questions or Comments:

415-399-9559

arch21@ricochet.net

7 May, 1997

May 16 1997

Rachel Leiterman
[Redacted]

719 Sutter Ave.
Palo Alto, CA 94303

Board Secretary
CalTrain
P. O. Box 3006
San Carlos, CA 94070-1306

Re: YES on Downtown Extension

Dear Sir or Madam,

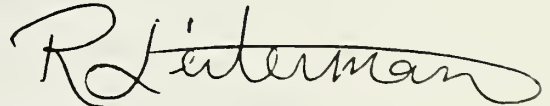
I am writing you in **support of CalTrain's downtown extension**. I am a CalTrain rider and believe a downtown extension will benefit CalTrain, its riders, and the Bay Area community as a whole.

I therefore urge you to **approve funding for a Final EIS/EIR!**

Also, please consider **full, near-term electrification** of CalTrain, regardless of the fate of its downtown extension. As California moves towards zero-emission vehicle mandates, it makes increasingly little sense for CalTrain to employ diesel-powered locomotives.

Thank you very much for your time.

Sincerely,



Rachel V Leiterman

David Ligon
1337 DeHaro Street
San Francisco, CA 94107
May 7, 1997

MAY 16 1997

Ms. Marie Pang, Environmental Manager
Peninsula Corridor Joint Powers Board
1250 San Carlos Avenue
P.O. Box 3006
San Carlos, Ca 94070-1306

Dear Ms. Pang,

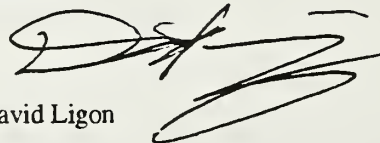
I support the development of a Final EIR/EIS for the CalTrain downtown extension. This extension will greatly increase the utility of CalTrain for travel to San Francisco. Moreover, the increased ridership will be good for the health of the whole CalTrain line, which I regularly use between 22nd Street (SF) and Sunnyvale.

With reference to the March "On The Right Track" decisions, I support the following options:

- | | |
|-----------------------------------|---------------------------|
| 1. Townsend Street alignment | Townsend-Southside |
| 2. Mined tunnel alignment | Long radius |
| 3. Transbay bus terminal location | B-Transbay Short & Medium |
| 4. Storage yard location | 7th and Townsend |
| 5. Propulsion system | Full electrification |

Thank you very much,

Sincerely,



David Ligon

cc:

Sue Bierman, Sup.
Emilio R. Cruz, JPB Chair & SF Public Transportation Comm.
Rick Hills, SF Mayor's Rep.



Customer Comments

We want your trip on CalTrain to be pleasurable and peaceful. To help us provide better service, we would appreciate any questions, comments, compliments or suggestions you may have. Please assist us by taking the time to fill out this customer comment card.

Thanks for riding CalTrain!

(please print)

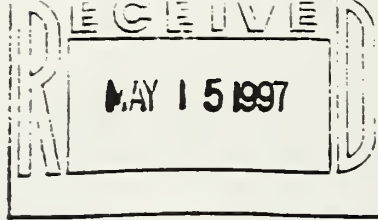
Name Stephen Loane

Address 3033 La Selva B-109
San Mateo, CA 94403

Train No. _____ Date 5/9/97

Suggestions, Comments or Questions

I am writing to express
my support for the
San Francisco downtown
extension project. Please
expand the tracks so that
it can connect to BART
and the rest of the Bay area.
Thank you,
Stephen Loane



10472 Scenic Circle
Cupertino CA 95014-2755
May 11, 1997

MAY 14 12 10 PM '97

JPB - San Francisco Extension
P.O. Box 3006
San Carlos CA 94070-1306

RECEIVED
SAM TRANS
FINANCE DEPARTMENT

Dear Extension Planner:

I find it surprising that a little work has been done (the DEIS/DEIR) towards getting CalTrain extended to Downtown San Francisco. Everyone in power seemed to have an "it can wait" mentality about this extension for *many* years; it is nice to see someone has finally snapped out of that mode. I have noticed firsthand during this time how badly the Downtown extension is needed. Thus I read with great interest the DEIS/DEIR Summary I got a couple weeks ago. It contained some things about the extension I was glad to see, such as the decision that the CalTrain terminal station would be under the site of the current Transbay Terminal. I also noticed many decisions have yet to be made. I have ridden each major transit agency in the Bay Area many times; I have also studied the operation of bus and train routes a lot (as my primary interest outside of my career). Therefore, I think I know several factors that affect the usefulness and ridership of transit routes. I would like to use this knowledge to make suggestions about CalTrain's Downtown extension, so it can be done in the best way possible. Specifically, I will state which option should be chosen for almost every decision that still needs to be made in the planning process for this project. I will also mention a couple statements in the DEIS/DEIR Summary I found to be questionable, at best, in terms of representing what would happen under some options.

I will start by stating one of the two corrections I believe needs to be made to the document. In Table S-7 on pages S-22 through S-24 (Summary of Impacts and Proposed Mitigations), the No-Build Alternative was said to have "No Impact" on Air Quality. I cannot believe this. It should be common knowledge that the population growth projected to take place over the next decade or two will increase demands on the Bay Area's already-straining transportation network. This is acknowledged in a different part of Table S-7 when it states "Traffic congestion on regional freeways and surface streets would increase" under the No-Build Alternative. It should also be common knowledge an increase in vehicle-miles traveled and more traffic jams are two factors that cause an increase in air pollution. Thus the statement that Air Quality will not change is almost certainly a denial of the truth; Air Quality will really get worse with No-Build. Please correct this in the Final EIS/EIR of the CalTrain Downtown Extension.

The other thing I find hard to believe relates to the three options of the curve in the Mined Tunnel segment. The table included in that section states that the Long Radius-Short Mined option has the highest Maximum Train Speed. This makes sense, since I have noticed the tighter a curve is, the slower a train has to travel through it. But using the same logic, I would expect the Short Radius-Long Mined option to have the lowest Maximum Train Speed. Yet this table states the Short Radius-Long Mined option can handle up to 30 mph, while the Medium Radius-Medium Mined option allows only 20 mph. I am having difficulty figuring out why. Please do one of two things: [a] explain to me how this case can be an exception to the correlation between tightness of curve and train speed that I have noticed; [b] if no such explanation is possible, then correct these max speeds in the Final EIS/EIR.

While I'm discussing these three options, I should also state that I would like to see the Long Radius-Short Mined option chosen for the project. One reason I picked this is because it has the lowest capital cost (albeit only by a relatively small amount). My main factor in this decision was the train speed: the faster passengers can safely get to their destination, the happier they are. The higher speed allowed under this option will, at the very least, make this alternative seem the quickest to riders. This higher train speed also seems to be more efficient operationally, since trains won't have to slow down as much. I believe the one disadvantage of this option (it passes under the most buildings) is hardly a factor at all. If CalTrain takes the same safety precautions that most other agencies have done when constructing a tunnel, there is virtually no chance the buildings above will be negatively affected. However, this is a very important "if". I would like to point out a perfect example of what not to do in building the tunnel for this extension. I recently moved up to the San Francisco region after living in the

Los Angeles region for a few years. The agency building the subway there (MTA) has not followed the standard safety precautions (or, at the very least, the contractors doing the actual construction haven't followed these practices, and MTA, as the oversight agency, hasn't cared). If CalTrain is going to be just like MTA, then the Short Radius-Long Mined option *must* be chosen, so that the fewest buildings are sacrificed. However, I *strongly* urge CalTrain/JPB to follow what most other agencies have done: build a high-quality, safe tunnel. In this situation, the Long Radius-Short Mined option should be picked due to the speed and cost considerations I mentioned.

There are three options for alignment of CalTrain tracks in the Townsend Street segment. The best choice here is the Townsend-South Side option: I see one advantage of this alignment and some disadvantages of each of the other two. The Townsend-South Side option seems to be a natural choice because it has CalTrain to Downtown running right where it currently is without the extension. Thus the land is obviously available; when the permanent easement mentioned in the DEIS/DEIR Summary is also considered, I must conclude Townsend-South Side has a definite advantage and no disadvantages. Townsend-Center is my second choice here. I rank this not quite as good as Townsend-South Side because it requires some work to be done on Townsend Street that wouldn't otherwise be done, it requires a grade crossing of Townsend's eastbound lanes that isn't necessary with any other option, and it puts a station in the middle of a street (unfortunately, some people often cross the street illegally and unsafely when walking to or from such a station). But even Townsend-Center isn't nearly as bad as Townsend-South-Subway. This last option would put tracks below ground where there is *no problem* with having them at ground level. It gets quite troubling when one considers this option would add 18% to the capital cost of building the (base case) extension. (I'm counting the Management, Contingency, and Project Reserve amounts; if those are left out, this calculation jumps to over 25%!) Also, even though it wasn't mentioned in the DEIS/DEIR Summary, I have to conclude this option would automatically eliminate the 7th & Townsend storage yard option, since the tracks would be underground where this yard would be. I state below why not doing this storage yard option is a bad idea. But probably the worst effect of the Townsend-South-Subway option is that it can't handle a Mission Bay/Ballpark CalTrain station like the other two will. Even though it can seem like 4th & Townsend is the middle of nowhere to current commuters, there are many people who want to go to/from some place near there right now (if not, why has Muni extended its Metro tracks there?). And it will become more popular when the Giants open the to-be-constructed ballpark a couple blocks away. Mass transit gains a big advantage where large crowds of people gather (this is a huge reason why this Downtown extension is so badly needed). Therefore, passing up this golden opportunity to gain many additional riders would be a glaring addition to the list of bad decisions that various Bay Area governments have made. For all of the above reasons, I suggest the JPB choose the Townsend-South Side option (and that if that option becomes infeasible for some reason, the JPB must choose the Townsend-Center option, since Townsend-South-Subway has a lot of huge disadvantages).

As you might have guessed, I favor the 7th & Townsend train storage yard over the 16th & Owens yard. There are a few different reasons for this. First, there are several storage tracks at the former location already, so the land is obviously available and wouldn't have to undergo much conversion. Second, I noticed right away that 7th & Townsend is closer to the Downtown station than 16th & Owens; the DEIS/DEIR Summary confirmed my suspicion this would result in higher operational costs (it should be obvious why that's bad). Also, the document mentioned that a 16th & Owens yard would negatively impact the second Metro yard Muni is planning; it's not a good idea to squeeze several things tightly together like this option would require for both CalTrain and Muni (having a little spare room leaves more margin for error). The differences between these two options are such that I am even dismayed 16th & Owens was selected to be in the base case, though I find it hard to explain why. For each of those reasons, I urge the JPB to pick the 7th & Townsend storage yard option.

Which power network is best? In this set of options, I see advantages and disadvantages to each choice. But I would have to select Full System Electrification as my first pick. It has the lowest operating cost; it also has the advantage of being less polluting over the whole route than the other options. I feel these long-term positives outweigh the short-term negative of highest capital cost. My second choice would probably be Dual-Mode DC Locomotives. This option has the lowest capital cost overall and a lower operating cost than the other dual-mode option; it also looks more natural than trains with both diesel locomotives and electric trailer units. The negative I see with Dual-Mode DC Locomotives wasn't

mentioned in the DEIS/DEIR Summary, but I think 1.5KV DC would be more difficult to expand to the full system at a later time than 25KV AC would. The Dual-Mode AC Trailer Units have the expansion advantage I just mentioned; its down sides are the highest operating cost overall and a much higher capital cost for the trailer units than the locomotives for either of the two other options. Therefore, the ideal project would include the Full System Electrification option; however, if we can't get enough capital funds for it, then either of the other two options would be much better than getting no Downtown extension at this time.

In terms of the facility for the many connecting busses at the new Downtown station, I believe option B (Medium) is best. There are a few reasons for this. Many of them are based on the fact that people want to be dropped off as close as possible to their destination, or their next transit route if they are connecting. Under option B (when contrasted with option A), passengers on AC Transit and other carriers would use stops closer to most people's destinations; also, people wouldn't have to walk as far when connecting between, for example, CalTrain and Greyhound. I prefer the Medium configuration over the Short configuration because most people (including me) prefer places like this to have a more roomy look (people don't want to feel crowded together). Despite the walking distance factor I mentioned, I think option A is second-best. This is because the three-story structures in options A and B each have more stops (bays) for busses to load and unload passengers than options C or D (meaning options A and B provide more efficient operations for AC Transit and the other bus companies), and these busses can get to and from the bus terminal quicker than with the surface facilities in options C and D due to the exclusive ramps from *and* to the Bay Bridge (people don't want to be unnecessarily slowed down). Lastly, if option A is chosen, I would prefer the Beale-Fremont Pass-Through to the Beale Bus Mall and Turn-Around Loop, since the former sub-option seems to provide both better overall connections between systems and a better location for people to board Muni and SamTrans busses. In summary, my preferences for the bus terminal are as follows, in order from best to worst: option B Medium, option B Short, option A Pass-Through, option A Bus Mall and Loop, option D, option C1, option C2.

I am glad to see a small amount of progress in getting CalTrain extended to Downtown San Francisco. This is a project that is overdue (but better late than never). It needs to be worked on and completed: the long-term benefits are so immense, they overshadow (by a lot) the relatively minor short-term inconveniences that will happen during construction. I have enclosed a letter I wrote a couple months ago stating the importance of doing this extension. So I hope the JPB decides to proceed with the project and makes sure its progress is slowed down as little as possible. I also want the JPB to make good choices among the options that remain to be decided. I am looking forward to the more convenient trips that this extension will make possible when I travel north of my home in the next century.

Sincerely,

Michael Ludwig

Michael Ludwig

enclosure

MAY 14 12 10 PM '97

10472 Scenic Circle
Cupertino CA 95014-2755
March 6, 1997

RECEIVED
MAY 15 1997
FINANCE DEPARTMENT
Metropolitan Transportation Commission
Joseph P. Bort MetroCenter
101 Eighth St.
Oakland CA 94607-4700
Attn. Customer Relations

Dear Customer Relations person:

I travel around by public transit more than I do by car. This has made me realize the importance of having a good-quality public transportation network. Among the many traits a public transit system should have are service to popular destinations and good connections to other systems. Currently, CalTrain has neither of these features in San Francisco. Yet CalTrain ends 1-2 miles short of a place where it could get more of both these things than most transit systems could dream of. Thus extending CalTrain to Downtown San Francisco is of extreme utmost importance. It would do more to improve the region's transportation system than any other project that is currently being planned/constructed or that has been completed in the last few years. Therefore, I am dismayed I have seen very little real action by any part of government to move this project towards completion. Meanwhile, four BART extensions have been opened or are about to open, and many other BART extensions are being planned. It appears government does not have good priorities for the region's transit system, since BART projects are virtually *always* taking precedence over CalTrain extensions.

As a South Bay resident, I have ridden CalTrain a lot, and for over a decade. Most of these times, my destination has been in Downtown San Francisco or in Marin County. I find it ridiculous that I have to transfer just to get from CalTrain to Downtown San Francisco, and that I have to transfer twice to get across the Golden Gate Bridge. (I could walk the 1-2 miles, and sometimes I do, but would you like to be forced to do that all the time?) I realize CalTrain is already popular with people who work in Downtown San Francisco *despite* this transfer. Yet a lot of people still drive up the peninsula to get there. CalTrain would be that much more popular if it was extended to Downtown San Francisco, because I bet many people don't ride it simply because the transfer or walk is required. Thus I believe such an extension would do more to improve traffic and air quality than any other transportation improvement that has opened/started within the last bunch of years or that is currently being planned for completion in the next few years. And I believe that any semi-intelligent person who looks at this issue objectively (as opposed to subjectively) will come to virtually the same conclusion.

With this in mind, what has government done to improve transportation in the San Francisco region? Some of the things that have been done are planning and construction for a whole bunch of BART extensions. I have ridden BART sometimes, and it is a useful system (which is why I am hesitant to criticize BART). But most of these extensions are just to residential areas BART trains have not served before. While these extensions do improve the system by bringing it closer to some people's homes, none of them has near as much overall benefit as the CalTrain extension to Downtown San Francisco. Therefore, even though I am not against any of the BART extensions in and of themselves, I am appalled that *all* of them have taken priority over this *one* CalTrain extension. An analogy would be a person who, due to some sort of accident, has lost half of a leg and has minor cuts, scrapes, & bruises over many other parts of his/her body; we have been putting Band-Aids on the minor cuts & bruises, but we have ignored the half-missing limb.

I was one of the people who attended and spoke at the transportation forum in Burlingame a few months ago. It confirmed my suspicion that government has been dragging its feet on the CalTrain extension while devoting a lot of energy to the three recently-opened BART extensions and the under-construction Dublin/Pleasanton extension. And now government seems to be insisting on doing *yet another* BART extension (Millbrae) before the Downtown San Francisco CalTrain extension. There is no valid reason for all this. At that forum, I also picked up material from a citizens' group (PR 2000) that seemed to indicate that formal discussion on where to locate the Downtown CalTrain station had just happened. I was disappointed to see that Main & Folsom was almost picked over the Transbay Terminal.

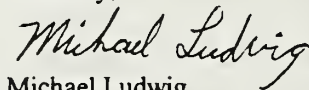
The latter choice is definitely the better location, both because it's closer to more Downtown businesses and because it centralizes most interagency transfers. (It is a bad idea to have the CalTrain terminal in one place, the terminal for AC Transit & Golden Gate Transit in another location, and no BART station at either of these two terminals.) Thus, CalTrain should definitely be extended to the Transbay Terminal very soon.

For anyone who still might not be convinced why this extension is so much more important than the BART extensions, I would like to ask a question. **What if BART didn't serve Downtown San Francisco?** What if its closest stop was the current 16th St. Station (at 16th & Mission), and every BART rider had to transfer to Muni or walk to reach all the destinations and transfer opportunities there? BART would be crippled compared to what it is now; it wouldn't be nearly as popular. This is the situation CalTrain is in *right now*. CalTrain could be just as useful for Peninsula and South Bay residents as BART currently is for East Bay residents, if only it would be extended to Downtown San Francisco.

By the way, I know CalTrain was extended to Gilroy a couple years ago. But this is similar to the BART extensions that only benefit residents in a couple areas, except it is less useful than any of the BART extensions since it only has four trips per day, peak-hour peak-direction only. In fact, the Blossom Hill/Cottle station is next to a medium-sized industrial/office park, but nobody living in the central-to-northern parts of Santa Clara County can take CalTrain to work there because of the single-direction nature of the trips. Therefore, even though it helps a little bit, this extension is *much* less beneficial than a Downtown San Francisco extension would be. (Is there any plan to rectify this situation on the Gilroy extension? For example, will some of the money from Santa Clara County's Measures A & B of four months ago be used to make these trips run in both directions each peak?)

The extension of CalTrain to the Transbay Terminal in San Francisco is a vitally important project. It would provide an immense benefit to the region's transportation system. It should have been completed several years ago. It has become even more urgent with each passing year and each new Peninsula or South Bay resident. It won't be cheap, because the latter half (approx.) will have to be built underground due to all the development in the area. But it can be done: CalTrain already passes through four tunnels in San Francisco, and two other rail systems were built under Downtown San Francisco about two decades ago. And it should be done: its large-scale benefits have been apparent, if not obvious, for a very long time. It is past time to put aside the anything-but-CalTrain bias that Bay Area governments seem to have. I want to see actual construction (jackhammers and everything else) of this CalTrain extension *extremely* soon. Please forward this letter to the people who can speed up the process of this extension to the Transbay Terminal.

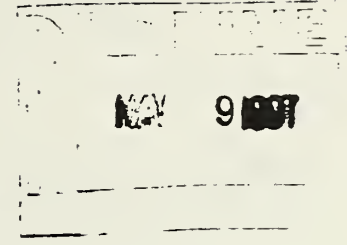
Sincerely,



Michael Ludwig

cc: Quentin Kopp
Willie Brown

Howard Meyerson
120 Whit's Road
Mountain View, CA 94040
May 7, 1997



Ms. Marie Pang, Environmental manager
Peninsula Corridor Joint Powers Board
1250 San Carlos Avenue
P.O. Box 3006
San Carlos, Ca 94070-1306

Dear Ms. Pang,

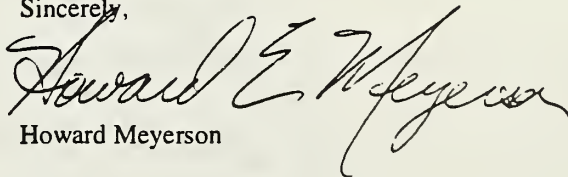
I support the development of a Final EIR/EIS for the CalTrain downtown extension. This extension will greatly increase the utility of CalTrain for travel to San Francisco. Moreover, the increased ridership will be good for the health of the whole CalTrain line, which I regularly use between Mountain View and Sunnyvale.

With reference to the March "On The Right Track" decisions, I support the following options:

- | | |
|-----------------------------------|---------------------------|
| 1. Townsend Street alignment | Townsend-Southside |
| 2. Mined tunnel alignment | Long radius |
| 3. Transbay bus terminal location | B-Transbay Short & Medium |
| 4. Storage yard location | 7th and Townsend |
| 5. Propulsion system | Full electrification |

Thank you very much,

Sincerely,


Howard Meyerson

cc: Patricia Figueroa (Mountain View Councilmember & JPB Representative)



**CalTrain San Francisco Downtown
Extension Project**

Please Fill Out This Card If You Wish To Comment

Written Comment

(Please print clearly)

Date: 4/17/97

Name: Clem Molony

Address: 525 Seaport Blvd
Redwood City CA 94063

Phone Number: (415) 261-2010

Organization Or Affiliation: Seaport Industrial Ass'n

I would like to make the following written comment:
(this will not be read aloud)

I am Secretary of ~~this~~ a Redwood City
business ass'n with a voice for balanced
land-use planning and Hwy 101 corridor
improvements. We support the
Caltrain S.F. Downtown Extension
Project, since it will enhance the
diversity of corridor transportation
alternatives, reducing freeway
traffic for the whole Peninsula.

Each speaker will be subject to a five (5) minute limit.

JPB - San Francisco Extension
P. O. Box 3006
San Carlos, CA 94070-1306

Subject: Locally Preferred Alternative
Downtown Cal Train Extension

C: JAL
AN

7 1997

Sirs:

Based on information provided in "On the Right Track", Issue #6, Mar 1997, I am submitting the following comments:

Decision 1

Townsend-South Subway is the preferred alternative as no grade crossings are required. JPB has spent large sums to eliminate grade crossings down the peninsula, why add more in the more heavily trafficked downtown area.

Decision 2

The long radius tunnel is the preferred alternative as it will provide for maximum speed with minimum wear on track and car wheels.

Decision 3

None of these alternatives are the best solution. The best solution is to relocate all services (trolley, bus, CalTrain) to the Ferry Building site so that a future network of ferries would be integrated into the system. This would provide a world-class transportation center. Sydney, Australia, is a good example of this approach.

Decision 4

Locating the storage yard at 7th/Townsend is the best alternative with the least impact from a financial, political, environmental and operational point of view.

Decision 5

The full system electrification at 25KV is the superior solution. Keep in mind that the future high-speed rail system to LA will be most likely to use this technology and CalTrain would be easy to integrate into such a system. The 1500 VDC system is old-fashioned technology and a third rail located on the ground is undesirable where there are grade crossings and vandals. Powered trailers were used on the Metroliner Washington/NY route; however, these have been replaced by unpowered cars pulled by electric locomotives. There must be a good reason. Look into it.

The French National Railway is using high voltage AC propulsion with two locomotives arranged in pull-pull configuration with unpowered coaches. This is a very successful system. AC overhead catenary propulsion is the future.

In conclusion, if you wish to establish a world class system, as your newsletter states, then you had better start thinking in world class terms. Do it right the first time as it will never be less costly in the future.

Yours truly,

John F. Munro
John F. Munro, P.E.

May 8, 1997

Ms. Marie Pang, Environmental Manager
Peninsula Corridor Joint Powers Board
1250 San Carlos Avenue
P. O. Box 3006
San Carlos, CA 94070-1306

Re: CalTrain Downtown Extension Draft Environmental Impact Statement/Report (DEIS/R)

Dear Ms. Pang,

Attached are our detailed comments on the DEIS/R, sent to Emilio Cruz, Chairman of the JPB. We ask that they be fully considered during deliberations on how best to provide current and future CalTrain patrons with seamless rail service between the peninsula and downtown San Francisco.

We believe the current approach to extend the CalTrain tracks to a new terminal at Mission and First Streets is expensive and cost-ineffective. A less expensive, more quickly implemented alternative that best serves the riders would be the joining of the CalTrain and Muni Metro tracks, electrifying the peninsula line and purchasing new Muni-Metro-compatible light rail vehicles that could travel between the San Francisco peninsula and downtown San Francisco. This alternative would, as an added benefit, allow peninsula rail patrons to easily reach the San Francisco Giants stadium planned for the Second and Berry street area.

The approach we propose for peninsula light rail/heavy rail operations is modeled after the successful approach used in San Diego. There, heavy rail cars and operations are prohibited when the light rail service operates. We propose the same approach be used here.

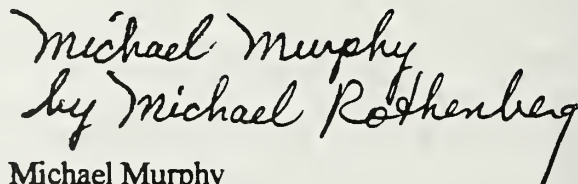
We may be contacted at the addresses and phone numbers below for further information.

Sincerely,



Michael Rothenberg
1624 Trona Way
San Jose, CA 95125

(408) 265-3281 (H)
(415) 749-4668 (W)



Michael Murphy
46 Salmon Road
Alameda, CA 94502

(510) 748-0628 (H)
(415) 749-4644 (W)

Attachments: (1) May 7, 1997 letter to Emilio Cruz, Chairman, Peninsula Corridor Joint Powers Board

(2) June 29, 1995 letter to Michael Nevin, Chairman, Peninsula Corridor Joint Powers Board (provided to Mr. Cruz as enclosure to Attachment 1)

May 7, 1997

Mr. Emilo Cruz, Chairman
Peninsula Corridor Joint Powers Board
1250 San Carlos Avenue
P.O. Box 3006
San Carlos, CA 94070-1306

Dear Mr. Cruz,

We have reviewed the Draft Environmental Impact Statement/ Report (DEIS/R) on the extension of CalTrain to Mission and First in downtown San Francisco. The analyses contained within the document are thorough and informative. The conclusions of the report are part hopeful, part dispiriting:

The extension of CalTrain via tunnels to a new terminal seems feasible without causing too much environmental and economic damage; the ridership gains from the extension are very low, especially in comparison to the very high costs. The proposed new terminal will put CalTrain riders closer to the core of San Francisco's Financial District; the new location will still be a stub-end terminal and many riders will still need to transfer to Muni to complete their trip. The stub end terminal will continue to deprive CalTrain riders the same convenient access to multiple downtown locations enjoyed by BART and Muni Metro patrons.

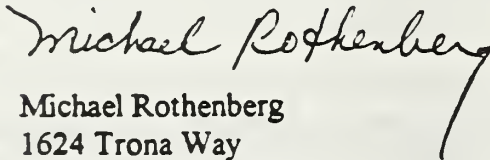
On June 29, 1995, at the very outset of the environmental review process, we wrote then Chairman Michael Nevin, encouraging the Joint Powers Board (JPB) to consider another approach to bringing CalTrain into the downtown before the year 2000. Simply put, we recommended that CalTrain be brought into the downtown of San Francisco via the soon to be opened Muni Metro Extension. Newly purchased single-level electric CalTrain rail vehicles would operate from San Jose to the Market Street subway, providing CalTrain customers multiple stops along Market Street. The single-level rail cars would be compatible with Muni Metro infrastructure.

The conclusions in the DEIS/R clearly indicate that the JPB needs to consider lower cost options to improving service and attracting additional passengers. Utilizing the existing infrastructure of the Muni's subway and Embarcadero extension provides a low-cost opportunity for the JPB to improve service so that it can be a vital part of the transportation mix for the entire Peninsular area. The ability of passengers to utilize stops all along the Market Street provides true connectivity with BART and MUNI. Connections to the growing ferry service on the bay, AC Transit and Golden Gate Transit are also enhanced over the proposed project.

There is sufficient capacity in the Muni subway to accommodate both CalTrain and Muni Metro trains. We estimate that our proposal will cost under \$500 million, half as much as the cost of the preferred alternative represented in the DEIS/R and can be completed before the end of the decade.

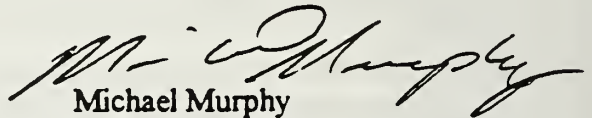
We are enclosing a copy of our June 29, 1995 letter. It provides greater detail on our proposal and its benefits. We strongly encourage the JPB to include it in its considerations. We may be contacted at the addresses and phone numbers for additional information.

Sincerely,



Michael Rothenberg
1624 Trona Way
San Jose, CA 95125

(408) 265-3281 (H)
(415) 749-4668 (W)



Michael Murphy
46 Salmon Road
Alameda CA 94502

(510) 748-0628 (H)
(415) 749-4644 (W)

enclosure

cc: JPB Board Members
James P. Spering, Chairman, Metropolitan Transportation Commission
Senator Quentin Kopp
Mayor Willie Brown, City and County of San Francisco
Editor, San Francisco Examiner
Editor, San Francisco Chronicle
Editor, San Francisco Bay Guardian
Editor, SF Weekly
Editor, San Mateo Times
Editor, San Jose Mercury News

June 29, 1995

Mr. Michael Nevin, Chairman
Peninsula Corridor Joint Powers Board
Supervisor, San Mateo County
County Government Center
401 Marshall Street
Redwood City, CA 94063

Dear Supervisor Nevin:

We attended the workshop held on June 21, 1995, in San Francisco to discuss the EIS/EIR for the extension of CalTrain service to San Francisco's Financial District. The workshop was very informative and we extend our compliments to the JPB staff for the clarity of their presentations and their willingness to discuss the proposed project both before and after the workshop.

The workshop gave us a deeper appreciation of the myriad issues -- technical, fiscal, political -- that you and the other members of the JPB face in delivering this much needed improvement to rail service on the Peninsula. It also made clearer for us that the proposed BUILD options may prove to be overly expensive to build and to fund the environmental and economic mitigations that will surely be needed to offset construction and operational impacts.

We are providing these comments to the JPB staff on issues germane to the environmental analysis. This letter is to suggest a fallback alternative for bringing CalTrain service into downtown San Francisco once the high cost, technical and environmental problems associated with the current BUILD alternatives are more fully understood. It is attractive to think of the CalTrain service operating as an independent system, completely separated from other transit services in San Francisco -- with its own right of way, its own stations, complete and separate from the BART and MUNI. But in a time of declining transportation dollars, a decreasing likelihood of new taxes to pay for construction, and, unfortunately, little desire by voters to approve bonds, we feel that the JPB will need to identify a low cost means for running service into the downtown.

A way to achieve this is by conforming CalTrain service to the specifications of the MUNI METRO. The CalTrain could take advantage of the rail lines and stations running from Fourth and Townsend along the Embarcadero, straight into the MUNI METRO tunnel. There will be some cost in converting CalTrain to electric propulsion and buying new rolling stock (which need not be light rail vehicles like those operated by MUNI and Santa Clara). Yet these costs are much lower than those projected for either of the BUILD alternatives; indeed some of these costs are assumed in the NO BUILD alternative. It may seem, perhaps, a bit late in the game to present a fallback alternative. Nonetheless, we truly believe that the JPB will, in the end, need to abandon the BUILD

alternatives because it will find they are not only too costly and detrimental to the local environment -- natural and economic -- but also not aimed at the main objective -- attracting the greatest number of motorists traveling between the Peninsula and San Francisco onto the CalTrain by providing convenient service to various downtown destination locations (as BART and MUNI METRO do for their riders). As our fallback alternative addresses this objective, we believe it to be attractive and worth considering, at this time, for the reasons outlined below.

- Use of the MUNI METRO right-of-way and tunnels provides maximum financial feasibility by delivering Caltrain riders to downtown at a lower cost and within a quicker time frame
- Increased passenger convenience maximizes Caltrain ridership and accessibility in San Francisco
- Minimum construction requirements minimize adverse environmental impacts
- Minimum downtown disruption is likely to maximize community acceptance and political support
- Quicker startup and electric propulsion will help the region implement the Clean Air Plan sooner and move more closely to improved all day service at 15 to 20 minute headways
- Using this joint transit service concept, MUNI and Santa Clara Light Rail are provided with access to a new corridor, creating the opportunity for flexible routings, e.g., MUNI from Fisherman's wharf to the Airport; Santa Clara light rail from Great America to San Mateo
- Addressing CalTrain within this joint transit service concept allows debate over High Speed Rail to the Transbay Terminal (e.g., the Kiesling Plan) to be shifted to more appropriate forums
- With electrification, existing Caltrain locomotives and bi-level gallery cars can be used for commuter rail service from the East Bay to Santa Clara County or from Solano County to Martinez and Oakland

The above are some of the potential benefits from our proposed fallback alternative. We fully recognize that there maybe some technical difficulties with this proposal: CalTrains, along with MUNI METRO trains, on city streets in San Francisco; an increased number of CalTrains, etc. But we believe these to be engineering problems that can be overcome, much like the engineering problems that will be encountered with any plan to tunnel under San Francisco's streets.

This proposal might turn out to be an interim solution. As CalTrain develops a higher frequency of service in the future, there may be capacity constraints in the MUNI METRO tunnel. But by that time, CalTrain should also have a much larger passenger load and broader support for additional capacity enhancements, if needed. For example, under the joint transit service concept outlined above, there may be opportunities for some CalTrains to access future MUNI METRO extensions. Additionally, CalTrain should be able to piggyback upon the terminal developments for High Speed Rail, not the other way around as is currently hoped for by interregional rail advocates.

In closing, we would like to request an opportunity to discuss our fallback proposal with you. We feel we would benefit from your insights on the feasibility -- technical, political and institutional -- of our proposal. We are both employed at the Air District and perhaps can meet with you before or after a Board meeting.

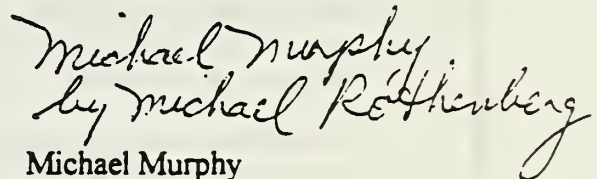
Thank you for your consideration.

Sincerely,



Michael Rothenberg
1624 Trona Way
San Jose, CA 95125

(408) 265-3281 (H)
(415) 749-4668 (W)



Michael Murphy
16083 Via Toledo
San Lorenzo, CA 94580

(510) 317-8860 (H)
(415) 749-4644 (W)

Copy: Mr. Tom Hsieh
Supervisor, San Francisco County
401 Van Ness Ave., Room 308
San Francisco, CA 94102



CalTrain San Francisco Downtown
Extension Project

Please Fill Out This Card If You Wish To Comment

Written Comment

(Please print clearly)

Date: April 16, 1997

Name: Eric P. Scott

Address: 250 4th St.

San Francisco CA 94103

Phone Number: (415) 522-9300

Organization Or Affiliation: Center for Electronic Art

I would like to make the following written comment:
(this will not be read aloud)

Of all aspects discussed this
evening, the one I see as
offering the greatest tangible
benefit is full system electrification.
I do not see any significant
advantage in extending CalTrain into
downtown San Francisco in light of
Muni's current plans. i.e. I support
the "no-build" alternative but
encourage full system electrification
of the present service.

Each speaker will be subject to a five (5) minute limit.

RECEIVED
SAM TRANS
ENGINEERING DEPARTMENT

MAY 16 3 19 PM '97

7 May, 1997

Noam Shendar
719 Sutter Ave.
Palo Alto, CA 94303

Board Secretary
CalTrain
P. O. Box 3006
San Carlos, CA 94070-1306

Re: YES on Downtown Extension

Dear Sir or Madam,

I am writing you in **support of CalTrain's downtown extension**. I am a CalTrain rider and believe a downtown extension will benefit CalTrain, its riders, and the Bay Area community as a whole.

I therefore urge you to **approve funding for a Final EIS/EIR!**

Also, please consider **full, near-term electrification** of CalTrain, regardless of the fate of its downtown extension. As California moves towards zero-emission vehicle mandates, it makes increasingly little sense for CalTrain to employ diesel-powered locomotives.

Thank you very much for your time.

Sincerely,



Noam A. Shendar

JPB - San Francisco Extension
P.O. Box 3006
San Carlos, CA 94070-1306

MAY 15 1997

May 10, 1997

To Whom it may concern:

These comments are in response to the DEIS/DEIR for the Downtown San Francisco CalTrain extension.

Alignment between 7th and Berry and 3rd and Townsend:

In order to make an informed decision on this, it is necessary to understand the impacts of the proposals as far as number of riders and travel time. How many riders would take CalTrain to a Mission Bay/Ballpark Station? What would be the impact on the travel time of using the surface route, with its additional grade crossings? Why would it not be possible to add an underground Mission Bay/Ballpark station to the Townsend South Subway option? It seems like that would be the best option, if feasible.

Mined Tunnel Alignment between 3rd/Townsend and Folsom/Essex:

The long radius/short tunnel seems to be the best option with respect to cost and train speed through the tunnel. Unless there are other overriding factors, this is the option that should be chosen.

Transbay Bus Terminal:

Any plan which places the transbay buses on surface routes is an unacceptable option. This would increase travel times for transbay bus riders. In the long term, it would make for more difficult and more costly mid-day bus storage, due to the remote lot. These options also provide fewer bus bays, which would be a very poor outcome.

Instead, an intermodal transit building should be chosen. This should include:

- easy access to the Bay Bridge for AC Transit buses
- convenient and plentiful mid-day bus storage
- convenient access for transit users to their destinations: whether it be in San Francisco or transferring to a different mode of transportation

This would indicate that building the downtown San Francisco CalTrain depot on the same site as the Transbay Bus Terminal, with aerial bus only ramp access to the Bay Bridge.

Regardless of which option is chosen, the following factors must be taken into account in order to make an informed decision:

1. Is there any increased operating cost to AC Transit, Muni or SamTrans? If so, where would replacement funding come from in order to not force reduction in service? One transit project shouldn't cause reduction in other, non-competing transit services.
2. What effect will the Transbay Bus Terminal placement have on ridership? The Main/Beale options move the Transbay Bus Terminal farther from Market Street, and hence farther from many riders' jobs. Bringing CalTrain into downtown shouldn't decrease ridership on AC Transit across the Bay Bridge; if anything, it should increase it by allowing for convenient transfer between AC Transit and CalTrain.
3. What effect will the placement have on transbay bus travel times?

May 14 12:10 PM '97
RECEIVED
SAM TRANS
FINANCE DEPARTMENT

March 27

Dear Friends,

I have read your march update "On the Right Track." All of the proposed alternatives look good to me. I don't care how you get CalTrain into downtown. I just want it to get into downtown SOON !!!

Peggy da Silva

5/13/97

Peninsula Corridor Joint Powers Board,

It is imperative that you continue to fight for a downtown station that can much better serve your customers. Otherwise Caltrain will fall behind BART as it is extended, causing Caltrain to receive even fewer resources.

Don't let Caltrain become marginalized.

Michael Smith

7 Hallam St. #1A

San Francisco, CA 94103

MAY 16 1997

MAY 15 12 21 PM '97
RECEIVED
SAM JOHNS
FINANCE DEPARTMENT



CalTrain San Francisco Downtown
Extension Project
Please Fill Out This Card If You Wish To Comment

Written Comment

(Please print clearly)

Date: 4/16/97

Name: Axel Vogt

Address: 2500 17 Av
SF 94116

Phone Number: 415 753 8532

Organization Or Affiliation: none

I would like to make the following written comment:
(this will not be read aloud)

As the hub of the Bay Area
SF needs sensible transit
from the Peninsula. I support
this Mass Transit Project.
However, there are too many
transit agencies in the
Bay Area - we need to
consolidate and come up
with a Bay - Area regional
plan. One regional
authority or at least co-ordinated

Each speaker will be subject to a five (5) minute limit. Smaller ones

MA 9 1997

140A Langton St.
San Francisco, CA 94103
[415] 863-1391
[415] 861-2132 FAX
[510] 548-7047 Work
paul@adax.com e-mail
May 8, 1997

Dear Ms. Pang,

I am writing about the selection of the Locally Preferred Alternative of the draft EIR/ EIS for the Caltrain extension to San Francisco.

I would prefer to see the location of the station as the Transbay Terminal, option B. This allows best connections with existing transit and gives good potential for real estate developement over the station site, possibly being able to contribute to station costs.

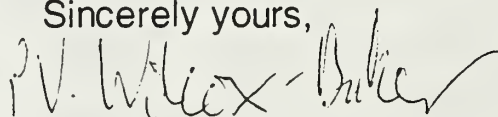
Full electrification should be selected as this is the cleanest energy source available. It also offers better trip times and quieter train operation. The latter will be of particular benefit when service is increased.

The tunnel option should be the long radius tunnel to allow maximum speed operation of trains, both commute and long distance.

The most satisfactory, and cheapest, storage yard option is the current one at 7th and Townsend.

Thank you for an opportunity to comment on this much needed project.

Sincerely yours,

A handwritten signature in dark ink, appearing to read "P.V. Wilcox-Baker", with a long, sweeping horizontal stroke extending to the right.

Paul Wilcox-Baker.

Marie Pang, Environmental Manager
JPB-San Francisco Extension
1250 San Carlos Ave.
P.O. Box 3006
San Carlos, Calif. 94070-1306

Dear Ms. Pang

May 8, 1997

The following remarks are my comments with respect to the DEIR for the San Francisco Downtown Extension.

First of all it would only be prudent to complete the document and finalize the EIR. This would allow the general public and their representatives to at least have a reference point from which to rationally evaluate the merits of the project. It would also give very badly needed proof that the Peninsula Corridor Joint Powers Board actually has been seriously analyzing this project. As you well know the general public views public transit agencies with a great deal of disdain for their apparent lack of progress in addressing the transportation needs of the communities served. To the general public JPB appears to have done very little toward improving service since it took over CalTrain. Please complete the EIR so we can see some result of the expenditures of time and tax money that has gone into the analysis.

Although my comments mainly address the DEIR's locomotive propulsion aspect, I would like to point out however that I find the ridership analysis to be inappropriately presented. As a professional software engineer who has spent many years dealing with telecommunications analysis of networks and networking models, it is readily apparent that results generated under specific and somewhat restrictive assumptions are being presented as if they describe a much more general set of conditions. The ridership numbers being attributed to this project are a product of a highly restrictive set of preconceived assumptions as to the service area and service capabilities for CalTrain. Computer models are only accurate when everyone views them from the same set of assumptions and when the results clearly acknowledge the limitations of the assumptions. That has not been done by the JPB or its staff. Furthermore some of the more irresponsible political representatives associated with the agencies involved have used these results to diminish the project's importance. It should be understood that these ridership numbers were generated from a station by station analysis, with no specific speed increases, a significantly restrained frequency level and no regional interaction. Excluded were trains from other rail services that could use the Dumbarton Rail Bridge and Altamont Pass or extensions of CalTrain to the East Bay and Monterey. While these items include additional costs and most likely additional analysis their

effects on ridership to the CalTrain service and particularly the benefits of better rail service, can be directly attributed to some of the service enhancements of this project. They should therefore be included in any ridership growth analysis of this project.

It is simply inaccurate to attribute the costs of this project to the restrained ridership analysis when the infrastructure improvements being costed provide significantly greater potential than those suggested in the operating scenarios used in the modeling.

It should also be pointed out and made clear that the model has a severe limitation in determining the benefits of the proximity of new job sites and business parks to the rail line. It cannot distinguish 100,000 jobs 1/4 mile for the station vs 5 miles from a station. Common sense and historical precedent would indicate the former as providing more train riders. The job growth figures in this analysis are per county with no regard to how close they are to the stations.

Since it is not clear from the DEIR, please indicate whether the planned UCSF campus and the downtown ballpark were included in ridership estimates.

The analysis of propulsion capital costs and operation costs unfortunately present numbers that need more explanation before they can be viewed as accurate. Both operation and capital costs include items that are presented as relating to propulsion mode but in reality are attributable to neither mode but specifically for tunnel operations regardless of mode. For example, the difference in cost for 86 trains between the no build and the build options under the "Timetables & Tickets" item is \$700,000. How this amount is incurred by only 4,500 additional riders is left to the imagination of the reader. The analysis of propulsion includes the discussion and capital costs for Public Address systems and communication systems that do not relate to propulsion mode. The operation costs include more than 40% of its costs to a category of "Other". If it is not "Labor", "Materials" or "Services" then "Other" needs greater explanation. This inclusion of unrelated items in the analysis breeds confusion at best and lack of credibility at worst.

One glaring inaccuracy of the capital costs for electrification is the inclusion of 23 electric locomotives and the same number of diesels or dual-mode. One of the main advantages of electrics are their reliability and power such that not as many are required to provide the same number of trainsets for a specific number of trips. Twenty electric locomotives could easily handle the proposed 86 train schedule. This reduces the capital costs by \$15 million. It would also be inaccurate to apply contingency costs to locomotive procurement. Since these costs are known from present day practice they offer little uncertainty at the world market. This reduces the capital costs

by another \$15 million. The amount attributed to signaling improvements to accommodate electric currents in the rail is \$20 million. That is enough to fully replace 125 grade crossings. There are only 56 crossing from Gilroy to San Francisco. For the purposes of this project some of the electronics may need to be enhanced but certainly not \$20 million worth. Half that amount would do at most. This does not even take into consideration that current upgrades for grade separation projects and relocation of track for the BART/SFO extension would already have upgraded large sections of the line. Relocation of the power substations approximately 5 miles south of the proposed locations would eliminate the need for the one at the San Francisco end of the line. This would save an additional \$2.5 million. By relocating the substations CalTrain could have access to the reduced cost of power that municipal power companies in Santa Clara and Palo Alto provide and would eliminate the costs of a 1 mile conduit in San Francisco.

One major aspect of these costs that this study overlooks is the length of time that these improvements will be in affect. Catenary and power structures on the east coast have been in place for 60 years. The combined savings of the above items reduce the total cost by \$40 million. Since new locomotives will be required for the end of life of the existing fleet, the real costs of the construction and management are about \$125 million. This amount amortized over a 30 to 60 year period would give a more accurate indication of real costs.

This brings up the question of can the operating cost reductions recover the capital investment. The answer is yes if more accurate operating costs were available. The DEIR says the savings per year is nearly \$1 million. In addition to including a significant amount of unaccountable items in the analysis this study completely ignores recent deregulation of the electric power industry or access to reduced power costs from municipal sources. AMTRAK and BART both have announced purchases of power that are 40-50% lower than the regulated rates used in the DEIR. In California rates are 40% higher than the national average. Acceptance of a 35% reduction in the DEIR power costs allow a yearly savings of nearly \$3 million a year. In a 60 year period or even a 30 year locomotive lifetime that recovers \$90-180 million. Because electric locomotives are 35 tons lighter than dual mode or diesels they also provide a reduction in trackage maintenance costs which are not described in the DEIR analysis. If consideration we given to air and noise pollution savings along the corridor then the electrification would easily recover its capital costs. These considerations should also include some value for the improved on time performance and image of modernity that electrification would provide in a way nothing else could.

Any believable or accurate analysis needs to include consideration of the above aspects. Their exclusion and JPB actions taken in their absence would lead to erroneous and detrimental

planning for the operation of CalTrain.

Vaughn Wolfe

324 Catalpa Ave #215

hm (415) 344-4474

wk (510) 922-3189

San Mateo, Calif. 94401

Cordially

Vaughn R Wolfe

1
2
3
4 ON THE RIGHT TRACK

5 CALTRAIN SAN FRANCISCO DOWNTOWN EXTENSION PROJECT

6 PUBLIC HEARING TAKEN APRIL 16, 1997
7 BEFORE HONORABLE STEWART JUDSON

8 ANA HOTEL
9 50 3RD STREET
10 SAN FRANCISCO, CALIFORNIA 94103

11
12
13
14 PANEL: ANDY NASH, PROJECT MANAGER
15 MARIE PANG, ENVIRONMENTAL MANAGER

16 TRANSCRIBED BY: JANICE TENISI, CSR NO. 10561
17
18
19
20
21
22

23 PAM SAMBUCK & ASSOCIATES
24 617 Veterans Boulevard, Suite 215
25 Redwood City, California 94063
26 (415) 367-8824

1 P R O C E E D I N G S

2 April 16, 1997

6:30 p.m.

3 MR. NASH: First I'd like to thank
4 everyone for being here tonight. This is the public
5 hearing on the CalTrain Downtown Extension Project
6 Draft Environmental Impact Report and Statement.

7 And the first thing I'd like to do is
8 introduce the people sitting up here, the panel. On
9 your far left is Judge Stewart Judson, who is going
10 to be presiding over today's hearing. Next to me is
11 Marie Pang, who is the environmental manager for
12 SamTrans and CalTrain. And I'm Andy Nash, the
13 project manager for the downtown extension project.

14 The purpose of tonight's hearing is to
15 obtain comments and questions on the downtown
16 extension project which we will then take and
17 evaluate as part of the final environmental impact
18 report.

19 And what I'd like to do now is start
20 with a brief, it's about a 20-minute presentation on
21 what the project is, what the alternatives are we've
22 looked at, and where the project goes from here.

23 But before I do that, I would just like
24 to call to your attention to some of the things that
25 we have here to look at and for you to fill out. If
26 you're interested in speaking, we're asking that you

1 fill out a speaker card, one of these yellow cards,
2 that just gives your name, address, and phone
3 number. If you'd like to make written comments, we
4 have these blue cards.

5 In addition to the blue cards for
6 written comments, we have what we call a decision
7 checklist that goes over the five decisions that we
8 need input on to help make the Local Preferred
9 Alternative Decision. Each of the decisions is
10 summarized in the text and the pages that follow,
11 the checklist page. And they also form part of what
12 we will be talking about with the slide
13 presentation. And Robin Anderson from the
14 consulting firm MIG has copies of that if people
15 haven't seen it.

16 The decisions are also summarized in
17 our latest project newsletter that there are copies
18 of at the door. They're summarized on a large map
19 on the inside. We have plenty of copies of that if
20 people are interested in taking some or distributing
21 it to their neighborhood groups or other groups
22 interested in the project.

23 We have copies of the Draft
24 Environmental Report if anybody would like a full
25 copy. We have several copies here. And if we don't
26 have enough, we'd be happy to mail you a copy.

1 With that, why don't we start with the
2 presentation on the project.

3 QUESTION FROM THE AUDIENCE: Excuse me.
4 Question. Where do we start everything -- oh, never
5 mind. He shut the door, but now I see more
6 through --

7 MR. NASH: I'm sorry. We have to speak
8 louder. That will be important for people asking
9 questions.

10 Welcome. This is our public hearing.
11 Can we do something with the lights?

12 (Lights dimmed)

13 MR. NASH: The presentation I'd like to
14 make has five basic parts. The first is an
15 introduction to CalTrain for people that haven't
16 ridden our system and don't know where we go. The
17 second is a brief description of where the study
18 came from and where we're going, the study to date.

19 Then there are two basic issues the
20 Joint Powers Board is going to be deciding in June,
21 at their June meeting, and they are, selecting the
22 locally preferred alternative; essentially answering
23 those five questions that we've posed in the
24 newsletter, on these boards, and that I'll go over
25 with you in a second.

26 Then the fourth issue is developing an

1 implementation plan for the project, and that is how
2 we go forward with financing the project.

3 And then, finally, what a unique
4 opportunity this is for the City of San Francisco
5 and for CalTrain in general.

6 CalTrain currently operates 60 trains a
7 day between San Jose up to San Francisco, and four
8 of our trains go as far as Gilroy down here in the
9 south.

10 This is the San Jose station. It's
11 located across from the arena, and it has a multi
12 mode transit center. The Santa Clara buses stop
13 there, the Capital Corridor stops there.

14 These are our trains pulling in and out
15 of San Francisco.

16 We've been around on the Peninsula for
17 well over 100 years. The cities have actually grown
18 up around our stations. This is the City of
19 Burlingame, and here's the station.

20 This is the problem we're trying to
21 address. Traffic congestion on Highway 101. It's
22 growing every day, and it's interesting because it's
23 congested in both directions for probably three or
24 four hours in the morning and in the afternoon.

25 CalTrain provides a very viable option, alternative,
26 to being stuck in traffic.

1 We're trying to get CalTrain to
2 downtown San Francisco to the heart of the region's
3 transit center, Market Street.

4 This is an aerial shot. The CalTrain
5 station is currently located here at 4th and
6 Townsend Street. We want to dig an underground
7 tunnel through this area and bring CalTrain right in
8 here to the area where most of San Franciscans work,
9 the financial district.

10 This is the Mission Bay area.

11 This is Highway 280.

12 The Study to Date. We began the study
13 about two years ago. We had three different
14 alternatives. The selection of those alternatives
15 was based on an exhaustive Metropolitan
16 Transportation Commission Joint Powers Board Study
17 that looked at at least seven different alternatives
18 and probably three or four subalternatives for each
19 of those.

20 We had three alternatives at that
21 point. The locally preferred alternative, which at
22 that time was a Market and Beale Street train
23 terminal and Transbay Terminal alternate.

24 And the yellow is the Market and Beale
25 Street alternative. The red is the Transbay
26 Terminal alternative. This is where our existing

1 station is at 4th and Townsend Street.

2 This is the site of the Market and
3 Beale Street alternative. And you can begin to see
4 why this was a difficult site. A very narrow
5 right-of-way, very tall buildings surrounding the
6 station site.

7 And this is the Transbay Terminal site.

8 We had a whole series of public
9 involvement meetings, such as the one tonight, to
10 help define the project in more detail. And based
11 on the initial public meetings we had, we made four
12 important decisions. We dropped an alignment we had
13 on Brannan Street because it would have caused a lot
14 of traffic impacts, and the neighborhoods were
15 fiercely opposed to that.

16 We added a longer subway, a portal at
17 7th Street. We looked at building a new Transbay
18 Terminal rather than retrofitting the old one. And
19 we looked at a long tunnel option to the Transbay
20 Terminal site.

21 In October of 1995, we did something we
22 think is very unique. That was we asked the public
23 to weigh in on eight critical decisions. We called
24 it the Design Options Screening Process. And
25 through an extensive public input process, through
26 meetings, such as this one, and meetings before

1 different commissions and boards in San Francisco
2 and on the Peninsula, we were able to make those
3 eight decisions in January of '96.

4 Now, the important part of those eight
5 decisions were they were made basically by
6 consensus. Everyone agreed with the recommendations
7 that were put forth in that process, and then we
8 began the environmental analysis and engineering for
9 the project. Essentially, we began looking at
10 what's in the Environmental Impact Report that we're
11 considering today.

12 The important decision we made is that
13 the locally preferred alternative at that time, the
14 Market and Beale Street alternative, wasn't going to
15 work. It was infeasible, and there was a lot of
16 community opposition to the routes we would have
17 used to get to that site. So we dropped it from
18 consideration and, instead, focused on the Transbay
19 Terminal alternative.

20 This is a summary of the basic
21 decisions, the key decisions that were made in that
22 process, each of which has been incorporated into
23 the Draft Environmental Impact Report that we've
24 developed for you.

25 In March of '96 the City and County of
26 San Francisco acted. They concurred with the Joint

1 Powers Board decisions and asked us to study
2 alternatives for replacing the Transbay Bus Terminal
3 in our environmental process since we were requiring
4 that that building be torn down in order to build
5 the CalTrain extension.

6 So here's the first part. There's
7 basically two questions before the Joint Powers
8 Board. One is selecting what is the locally
9 preferred alternative that we would then take
10 through the final environmental impact process and
11 analyze those impacts, respond to comments, and
12 respond to questions on that.

13 And then the second question is, should
14 we continue studying this project, or is the cost
15 too high, are the impacts too high that it makes
16 sense to, instead of continuing with the study, just
17 focus on other improvements to CalTrain and stop
18 thinking about extending CalTrain downtown.

19 The five basic locally preferred
20 alternative decisions are listed here. And there's
21 posters over here that describe those alternatives,
22 and I'm going to also go through them. The first is
23 an alignment on Townsend Street. The second is an
24 alignment through South Beach for the Mined Tunnel.
25 The third is what Transbay Bus Terminal Mitigation
26 Measure we select to go forward with. Fourth would

1 be where we locate the daytime storage yard for
2 CalTrain. And the fifth is the propulsion method we
3 would use for our trains.

4 So the first set of alternatives, or
5 first set of questions is the Townsend Street
6 alignment. We have three alignments that we're
7 looking at. The first is the Townsend Street median
8 alignment. In this alignment, CalTrain would
9 operate in the median of Townsend Street, so it
10 would be very similar to the Muni Metro extension
11 right now along the waterfront. You would have
12 traffic going in one direction on Townsend Street
13 and traffic going in the other direction on Townsend
14 Street with CalTrain in the middle.

15 In this alternative, you'd have a
16 station between 6th and 5th Street, a surface
17 station that would serve Mission Bay and the
18 ballpark. And at 5th Street, we would begin the
19 transition to underground. We would be fully
20 underground just to the west of 4th Street, and this
21 would be a tunnel continuing to downtown.

22 Our existing station is right here at
23 4th and Townsend Street between Townsend and King
24 Street.

25 The second alternative is very similar
26 to that except instead of going into the median of

1 Townsend Street, we remain on the south side of
2 Townsend Street. Again, we have a station for
3 Mission Bay and the ballpark, and you begin the
4 transition to underground at 5th Street and work
5 fully underground just to the west of 4th Street.
6 This has fewer impacts on traffic in the
7 neighborhood.

8 Then option C is a Townsend Street
9 subway. And in that alternative we go underground
10 at about 7th and Berry Street, and we're completely
11 underground all the way downtown. This alternative
12 would cost about \$110 million more than the surface
13 alternatives and does not have a surface station for
14 Mission Bay and the ballpark.

15 Although, one could be built for
16 Mission Bay and the ballpark, but that would add
17 about \$40 million to the price. So total price with
18 the station probably would be at least \$150 million
19 more than the surface alternatives.

20 The second question in terms of
21 defining the locally preferred alternative is the
22 Mined Tunnel alignment through South Beach. In our
23 initial studies, we looked at ways of doing cut and
24 cover construction through the South Beach
25 neighborhood, but we heard loud and clear from the
26 residents that the impacts of that would be too much

1 for them to stand.

2 So what we did in the process of
3 developing the Draft Environmental Impact Report is
4 we did a detailed geotechnical study where we looked
5 at techniques for constructing the tunnel, for
6 stabilizing the ground, and underpinning buildings.

7 We came up with a construction
8 methodology that we think is very attractive. It's
9 a tunneling technique that was actually being used
10 in Kobe, Japan when they had the earthquake, and
11 there was no impact on the tunnel being constructed
12 at that time.

13 What it basically consists of is a
14 machine that drills pipes into the ground ahead of
15 it, and these pipes have holes in them. They get
16 drilled in ahead of the construction, and then you
17 pump concrete through the pipes. The concrete goes
18 out of the holes, and it actually creates a little
19 archway. Then you can excavate under the archway.
20 So here would be where the pipes are, and here's the
21 machine excavating underneath the pipes.

22 What you basically form is a series of
23 these arches and you just move from one arch to the
24 next. And it's a technique that we think -- it's
25 been used successfully, as I said, in Japan, in
26 Europe, and we think it will work very well in the

1 type of geology you would experience in the South
2 Beach area.

3 But we've got three different
4 alternatives for the tunnel radius that we would
5 use. The short radius tunnel, the medium radius
6 tunnel and the long radius tunnel. The major
7 difference between these tunnels is the number of
8 buildings they go under, with the long radius tunnel
9 going under more buildings than the short radius
10 tunnel. This is Kelly Street, this is Townsend
11 Street, this is Brannan, and 2nd Street is right
12 here.

13 The third decision that needs to be
14 made for the locally preferred alternative is the
15 Transbay Bus Terminal Mitigation Measure. Now,
16 because CalTrain needs to tear down the existing
17 Transbay Terminal in order to build the rail station
18 underground at that site, we looked at four
19 different ways of mitigating that, four different
20 alternatives for placing the new bus terminal
21 facility in that area.

22 And they were: A new building on the
23 Main/Beale site, a new building above CalTrain at
24 the existing Transbay Terminal site, a new bus --
25 surface bus facility at the Main/Beale site, and a
26 surface bus facility at the Transbay Terminal site.

1 This is the new building at the Main
2 and Beale site. This would be the bus terminal.
3 There would be an exclusive -- there would be a bus
4 ramp coming off the Bay bridge directly into this
5 building. CalTrain would be underground at the
6 Transbay Terminal site with an underground tunnel
7 linking it to our line down the Peninsula here.
8 There would be an underground walkway potentially
9 down Beale Street connecting the bus terminal, the
10 train terminal with the BART/Muni Embarcadero
11 station.

12 This is the site of that bus terminal,
13 the Main/Beale site.

14 This is an architect's conception of
15 what that project could look like. This would be
16 the bus terminal, and the train would be underground
17 at this site.

18 This is the second option, and that is
19 a bus terminal above the train terminal. The
20 building, the bus terminal building shown in white
21 here above the train terminal in yellow, which would
22 be underground. It too would be served by an
23 exclusive bus ramp from the Bay Bridge. And
24 CalTrain, again, would be underground with the
25 potential underground walkway down Beale Street
26 connecting to the Muni/Metro station.

1 This is, again, the Transbay Terminal
2 site.

3 This is an artist's conception of what
4 that could look like. This is the bus terminal
5 building. This is the short option. Again, the
6 train would be underground at that site.

7 And this is the medium option. It's a
8 longer building.

9 This is the third option for mitigating
10 the Transbay Bus Terminal. It would be a surface
11 bus facility in the same Main/Beale Street area.
12 Again, it would be reached by an exclusive ramp from
13 the Bay Bridge. Although there would be a traffic
14 signal here at Beale where that ramp touched down,
15 we also looked at ways for buses to reach this site
16 without this exclusive bus ramp so that, where they
17 would actually just be on surface streets.

18 Again CalTrain, as in all these
19 options, is underground at the Transbay Terminal
20 site.

21 The potential walkway to the BART/Muni
22 station.

23 And the underground tunnel.

24 Then the final option we looked at was
25 actually building a surface bus facility or a
26 surface bus mall at the Transbay Terminal site.

1 That would be reached by -- buses would use Fremont
2 Street. There would be an HOV lane, high occupancy
3 vehicle bus lane, on Fremont Street for the buses.
4 They would turn into the Transbay Terminal site,
5 drop people off, and they could continue to get back
6 on the bridge with an exclusive bus route along the
7 Essex Street right-of-way and right onto the bridge
8 and back over to the East Bay.

9 This is an artist's conception of what
10 that station could look like.

11 Then the fourth question we need to
12 answer is where we store our trains during the day.
13 We looked at two sites. One is at 16th and Owens
14 Street. I-280 is right in this area, so we'd be
15 adjacent of I-280, just to the east of that,
16 underneath it and to the east of it between 16th
17 Street and the Mission Bay channel here.

18 And then the second option we looked at
19 was, we called it the Townsend Street yard, and
20 that's located exactly where we are today, where our
21 yard is today, between 7th and 5th Street between
22 Townsend and King Street.

23 Then the final question we need to
24 answer is what the locomotive propulsion would be.
25 We looked at three different options: Dual-mode
26 locomotives, Dual-Mode power trailers, and full

1 system electrification.

2 Dual-mode is a type of locomotive that
3 operates on electricity when it's in the tunnel and
4 operates with diesel, with the regular diesel system
5 when operating on the surface. Full system
6 electrification is basically fully electrified from
7 San Francisco to Gilroy.

8 The difference between these two is
9 full system electrification is about \$145 million
10 more expensive than the dual-mode locomotive option.

11 This is our newsletter. You've seen
12 that.

13 And this is the summary of the five
14 decisions that's presented in the newsletter.

15 So the next question really is, and
16 it's the second major question we need to answer,
17 the Joint Powers Board needs to answer, is what
18 comes next. What's the implementation plan. That
19 consists of a finance plan, a right-of-way
20 protection element, and inner improvements to
21 CalTrain that need to be made over the next few
22 years.

23 As part of the environmental document,
24 we looked at three ways of funding the project. A
25 short term scenario, a long term scenario, and a
26 staged project scenario.

1 The cost of the project itself, the
2 CalTrain project, is about \$657 million in 1995
3 dollars. The extension is about \$526 million. We
4 will build a certain amount of parking on the
5 Peninsula, which really needs to be done whether we
6 extend the train or not, which adds about \$36
7 million to the project. And we need to replace
8 locomotives, which cost about \$95 million.

9 We've broken out the locomotives
10 separately because we need to replace the
11 locomotives anyway by the time we'd be ready to
12 build this project.

13 So what this slide is meant to show is
14 basically the cost of the project is \$526 million
15 for the project itself, and we're trying to finance
16 at a cost of \$657 million -- it's rounded up in this
17 slide and rounded down in the newsletter, so in the
18 newsletter it says \$656 million.

19 We show a cost for the bus terminal of
20 \$160 million for a total project cost of \$817
21 million. But the City of San Francisco is working
22 on a funding plan for the bus terminal separate from
23 our project, and they've refined the design of the
24 bus terminal somewhat since we began our study, and
25 my understanding is the price has come down and the
26 project's a little bit smaller than what we looked

1 at in the environmental document.

2 So under the short-term scenario we
3 would begin construction on the project as soon as
4 possible. That would be when we finish the
5 engineering for it, and that would be 1999. We
6 could finish in about five years, 2004. The price
7 of the project goes up to \$836 million just from
8 inflation, so that's that \$656 million escalated to
9 2002 dollars. And given the funding we have
10 identified, we're short about \$440 million, so
11 that's over 50 percent of the price of the project.

12 In the long-term scenario we begin
13 construction 2005 and finish in 2009. The price of
14 the project goes up to \$960 million. Again, simply
15 inflation, that's in 2006 dollars. And the
16 shortfall is \$188 million in 2006 dollars. That's
17 about 20 percent of the project price.

18 There are a whole number of ways in
19 meeting that shortfall. One of which is a regional
20 gas tax. A certain portion of San Francisco, Santa
21 Clara and San Mateo County's revenues would be
22 allocated to this project. It ends up being about
23 14 percent of their revenues would be allocated to
24 this project, which is a very doable number,
25 provided the three counties would consider this
26 project a priority.

1 The third thing we looked at was a
2 staged project scenario. In the staged project
3 scenario, we recognize there's development that
4 wants to take place in the Transbay area. So what
5 we would do is, when the existing Transbay Terminal
6 is torn down, we would just keep digging, and dig
7 say the next ten feet to build a shell for the train
8 terminal. And then we'd build the tunnel connecting
9 the shell to the train terminal with our existing
10 line at 4th and Townsend Street when we had the
11 money for that.

12 What that would do is minimize the
13 construction impacts in the Transbay Terminal area
14 and preserve the site so we would always have that
15 site available for a train terminal. And it could
16 be used in the interim to store regional buses or as
17 a parking structure or garage, underground parking
18 garage -- a whole number of things.

19 The important thing is then development
20 could take place above the train terminal as soon as
21 we finish the shell. So it wouldn't delay it at
22 all. It would preserve the opportunity for building
23 the CalTrain project at some point in the near
24 future.

25 The second part of the implementation
26 plan is protecting the right-of-way, the alignment

1 for CalTrain, and the site at the Transbay Terminal.
2 What we would need to do is designate the alignment
3 in San Francisco's general plan and make sure that
4 it's zoned so that anybody building next to the
5 route or the site of the terminal would need to
6 accommodate, would need to know they had to
7 accommodate CalTrain in the future.

8 The third part of the implementation
9 plan is a series of interim CalTrain improvements,
10 things we need to do to CalTrain to improve our
11 service regardless of whether we build the downtown
12 extension and things we're planning to do in the
13 next few years anyway.

14 They include increased access to the
15 stations on the Peninsula, upgrading the rails and
16 signals, and adding train services.

17 The cost of these, the capital cost is
18 probably \$185 million. And, as I said, a lot of
19 those are actually funded and they're moving
20 forward, we're moving forward with them in the next
21 ten years.

22 So finally, I'd like to show some
23 slides that illustrate why we think this is a unique
24 opportunity for San Francisco and the region to
25 develop really a multimodal transit hub in downtown
26 San Francisco.

1 It would be the CalTrain extension, it
2 would be a new regional bus transit center, and it
3 would include a walkway potentially to the BART/Muni
4 Metro station.

5 This is one architect's version of what
6 a building like that could look like. This is what
7 they do in Paris. Obviously they connect their
8 trains and buses, it's an important part of the
9 system.

10 This is what they do in Boston, same
11 thing.

12 They even do it in Los Angeles. This
13 is the Union Station in Los Angeles. The bus
14 facility as well as the train is underground.

15 This is what the Bay Area's transit
16 system would look like. The downtown station for
17 CalTrain connected with BART, connected with AC
18 Transit, Golden Gate Transit, and Muni coming
19 together in the heart of downtown San Francisco.

20 We'd be able to accommodate high speed
21 rail. Our facilities have been designed for that.
22 Amtrak service, Muni, Golden Gate Transit, and the
23 bus facility next to us, the AC Transit, and this
24 walkway would then take you to BART.

25 So that's our presentation. We're
26 going to move now into hearing from you. We want

1 comments on the Draft Environmental Impact Report,
2 where you think we should be going. And really two
3 of the main things we want to get from you is what
4 you think about the five locally preferred
5 alternative decisions and which of the different
6 options you would prefer, what you think about them.
7 And then answering the second question, should we
8 continue looking at this project, and any ideas you
9 have that would help us implement them in the
10 future.

11 So with that I'll turn it over to Judge
12 Judson.

13 JUDGE JUDSON: Thank you, Andy. Can
14 you all hear me?

15 I want to first explain that I'm not
16 employed by the Joint Powers Board, I have not
17 participated in the presentation of any of the
18 documents that led to this proceeding. I will not
19 be participating in any decision making process, nor
20 will I be participating in the final document.

21 My job is to assure that those of you
22 who want to address this project and comment on it
23 this evening can do so in an orderly manner.

24 So let me explain what the ground rules
25 are. You've already been advised that if you wish
26 to address the record this evening, fill out this

1 yellow card, which you can get right over here at
2 the table, and give it to Robyn. She'll in turn
3 give it to me in the order that she's received it,
4 and I'll be calling out your names to come up to one
5 of these two microphones, the one that's closest to
6 your seat.

7 On the other hand, if you don't want to
8 address the record this evening but you would prefer
9 writing a comment, fill out one of these blue cards
10 which you can get at the table and give it to Robyn.
11 She'll make certain that it's made a part of the
12 record in this proceeding.

13 We decided to give each speaker this
14 evening five minutes. We don't have unlimited
15 access to this hall, and we have a timekeeper who is
16 seated at this table over here to my left. He will
17 be notifying you when you have three minutes left,
18 and then he'll let you know when you have one
19 minute, and then the red card, which will tell you
20 that your time is up.

21 Now, no one's going to come with a hook
22 and yank you away from the microphone if you run
23 over a little. However, if you don't wind up your
24 comments within a reasonable time after you see that
25 red card, I'm going to have to interrupt you and ask
26 you to please sit down so the next speaker can have

1 his or her time. But don't think that if you are
2 unable to complete your comments this evening, that
3 you will not be able to present them to the Joint
4 Powers Board.

5 This record will not close until May
6 12th, 1997, and you will have an opportunity to
7 write the Joint Powers Board further expressing
8 yourself, and you can do so to Marie L. Pang, that's
9 the young lady seated to my immediate left, and the
10 address is: CalTrain, P.O. Box 3006, San Carlos,
11 California, 94070-1306.

12 I'm going to call you up to the
13 microphone three at a time so that as one finishes,
14 the next can come right up and speak.

15 As you notice, we have a reporter
16 taking down everything that's said this evening. So
17 when you do address the panel here, please speak
18 slowly and distinctly. I'm going to ask you to
19 state and spell your name so the reporter gets it
20 correctly, indicate your address and if you have any
21 affiliation.

22 I want to apologize beforehand if I
23 mispronounce any names. I've looked at some of the
24 cards that have been given to me, and I have to
25 congratulate you on your penmanship, as I can read
26 almost every one.

1 The rest rooms are outside off to the
2 left. I believe there are signs indicating in which
3 direction you can go. Feel free to come and go.

4 And any time during the proceeding if
5 you haven't already submitted a card, don't hesitate
6 to go up and get one and submit it so you can be
7 heard.

8 Andy and Marie and the board want to
9 hear from as many of you as possible. You will not
10 be allowed to yield your time to anyone. They want
11 to know all of your opinions, and all your feelings.
12 As Andy indicated, they're looking for your input,
13 so, please, if you have something you'd like to say,
14 don't hesitate. Come right up.

15 The first three speakers are Dave
16 Massen, Andrew Manturoff, and David Varnum.

17 JUDGE JUDSON: Mr. Massen.

18 MR. MASSEN: Yes, sir.

19 JUDGE JUDSON: State your name and
20 address, please.

21 MR. MASSEN: My name is Dave Massen.
22 I'm Dave Massen, 700 Church Street, Number 313 in
23 San Francisco, and I'm affiliated with Sustainable
24 San Francisco, a group that coordinated the
25 development of the sustainability plan for the city.

26 I'd like to thank the Joint Powers

1 Board and MIG, I think, for the excellent series of
2 newsletters on the project which have been clear and
3 informative. And I'd like to address the second
4 question about whether the project should go forward
5 and cast my vote in favor of going ahead.

6 Clearly San Francisco deserves a world
7 class transportation center which could include high
8 speed rail. Also, significant economic benefits
9 will result from improved transit connectivity and
10 reduced congestion. These seem like reasons enough
11 to go ahead. But beyond that, completing this
12 project will also be a significant step toward a
13 more sustainable transportation system in the Bay
14 Area.

15 A broad and difficult problem is global
16 warming, and scientists now state humans are having
17 a discernible impact on climate primarily due to
18 burning fossil fuels and the resulting increase in
19 carbon dioxide in the atmosphere. Moving the
20 CalTrain station downtown addresses this problem
21 directly. Motor vehicles account for nearly all of
22 the CO2 output, but this will decrease as more
23 drivers switch to the train.

24 Two other considerations are related.
25 First, if the most convenient possible connections
26 are provided at the CalTrain station with other

1 transit modes, the decrease in driving will be
2 maximized. This relates to design and siting of the
3 bus terminal.

4 Second, electrification of the entire
5 system would result in significant time savings for
6 most station-to-station pairs resulting in an
7 estimated ridership increase of seven to 20 percent,
8 according to the 1992 study. Again, this relates to
9 less driving.

10 Of course, one must look at how the
11 electric power is generated. But PG&E is one of the
12 cleanest major utilities with respect to CO2
13 emissions.

14 Reducing fossil fuel use is the only
15 effective way to prevent global warming. From that
16 point of view, the CalTrain project is forward
17 looking and may represent the kind of project that
18 needs to become commonplace.

19 Each year we delay in balancing the
20 carbon budget means leaving a larger environmental
21 debt our children will have to pay. It seems
22 important to move ahead with the station relocation
23 as soon as practically possible, to design the
24 optimal connections with other transit modes, and to
25 seriously consider full AC electrification.

26 JUDGE JUDSON: Thank you, Mr. Massen.

1 Mr. Manturoff.

2 MR. MANTUROFF: Hello. My name is
3 Andrew Manturoff.

4 Do I have to give my address and all
5 that?

6 JUDGE JUDSON: We would like to have
7 it.

8 MR. MANTUROFF: 78 Hillcrest Drive,
9 Daly City, California.

10 As far as what the previous gentleman
11 mentioned about full electrification, as a rider I
12 believe that that is probably the only alternative
13 if you're looking towards the future. Obviously
14 with the system that we currently have, it is quite
15 similar almost to the system that originally started
16 the railroad in the 1830s, as far as its speed and
17 all that sort of stuff. I believe that
18 electrification is paramount to the project.

19 Also, as far as the current design --
20 may I walk up to the map?

21 JUDGE JUDSON: If you'll raise your
22 voice so we can hear you.

23 MR. MANTUROFF: Yes.

24 JUDGE JUDSON: Go ahead.

25 MR. MANTUROFF: According to the
26 current map, we have one, two, three sharp turns. I

1 don't think the trains are really going to be able
2 to go that fast through those turns.

3 Also, with high speed rail, I don't
4 think there's really going to be that much time
5 saved. It would almost take ten minutes to go from
6 here to here, which the Muni/Metro project will
7 essentially do in about the same amount of time.

8 I've had a number of different ideas
9 that I've been thinking about. One would be to
10 possibly run along 3rd Street -- there's a track
11 that kind of cuts over at this point here to below
12 16th -- continue up and work with Muni. I
13 understand they are considering a central subway
14 going along 3rd Street possibly to have a train
15 station by the ballpark, maybe by Moscone Center.
16 But there would still be a problem with the tight
17 turn, and the rail would continue, say, along
18 Mission. That was one idea I had.

19 Another one would be to simply go along
20 the Embarcadero, come up and go along Fremont.

21 Now, up here where Columbus Street is,
22 if you could continue on from Fremont and Columbus
23 toward the Golden Gate and have a Transbay crossing,
24 that would provide service for CalTrain to also
25 serve the north bay commuters.

26 Essentially I believe that with high

1 speed rail -- we use the term rail -- but what about
2 the future prospect of high speed magnetic trains?
3 Would our current design be able to be addressed so
4 that it could be possibly a rail service initially
5 and then possibly in the future, as technology is
6 developed, accommodate high speed rail without major
7 reconstruction of the entire area?

8 Essentially that's it.

9 JUDGE JUDSON: Thank you very much.

10 The three speakers after Mr. Varnum are
11 Norman Rolfe, Reg Stocking, and Jackie Sachs.

12 Mr. Varnum.

13 MR. VARNUM: Thank you very much. My
14 name is David Varnum. I live at 39 Ashbury Street
15 in San Francisco.

16 I'd like to speak from the viewpoint of
17 a person who is sick and tired of cars, to put it
18 bluntly. For example, in my neighborhood in the
19 upper Haight, parallel parking on the sidewalk has
20 become an epidemic. Also, one cannot stand at
21 Market and 3rd Street for more than 15 minutes on a
22 given weekday afternoon without getting a severe
23 headache. And in general the quality of life in
24 this city is degraded by the presence of simply too
25 many cars.

26 I think this project is an important

1 part of mitigating the numbers and usage of cars in
2 our city and providing fast and convenient
3 alternatives to driving.

4 With most things in life, you get what
5 you pay for, and I think this project, in general,
6 is no exception. And since this is for the next 100
7 years or more, I would recommend specifically that
8 the long line tunnel be built. It's more expensive,
9 but the trains run faster through a smaller radius.

10 And most importantly, I urge full
11 electrification of the route. I'm sure in time this
12 would be the ultimate goal of the system, as it is
13 in all the rest of the world. This obviously
14 provides the maximum benefits and speed and
15 efficiency, running a commute system of this type,
16 and I think we must go for it.

17 As for the other options, the 7th and
18 Townsend storage area looks pretty obvious to me.
19 The Transbay Terminal option 3-B, as in boy, seems
20 to offer the most convenient transfer between trains
21 and buses, and I would opt for that. I'm not sure
22 about the Townsend Street alignment.

23 I'm in favor of a regional gas tax to
24 pay for at least a portion of this venture. There's
25 no reason that inefficient modes of transit
26 shouldn't be subsidizing more efficient modes.

1 So let's build this thing and do it
2 right, not on the cheap, with maximum convenience
3 for all those former car drivers. Thank you.

4 JUDGE JUDSON: Thank you, sir.

5 Norman Rolfe.

6 MR. ROLFE: I'm Norman Rolfe. That's
7 spelled R-o-l-f-e, like in Frank, and I live at 2233
8 Larkin Street, apartment 4, San Francisco, and I
9 also will be speaking for San Francisco Tomorrow.

10 I and San Francisco Tomorrow will be
11 submitting written comments, but I thought I would
12 give you a few preliminary comments or remarks here.
13 The first thing that struck me when I opened the EIR
14 and started looking at it is in the section on
15 energy they say the full electrification system will
16 use more energy than a diesel train.

17 Well, I had a little experience as a
18 power engineer, and this struck me as rather odd. I
19 started looking around through various sources,
20 mechanical engineers' handbooks, people at Hetch
21 Hetchy, and even people at the Joint Powers Board.

22 What I found out is that in the EIS
23 they assumed power plant efficiencies of 35 percent.
24 Well, according to the mechanical engineers'
25 handbook, modern fossil fuel plants run about 40 or
26 45 percent efficient.

1 And through other engineering society
2 sources combined cycle plants, which are getting to
3 be the latest thing, are over 50 percent. In fact,
4 I recently attended a presentation of a combined
5 cycle plant in Oregon that runs at 53 percent normal
6 efficiency.

7 Nuclear plants are kind of low. They
8 run 33 to 35 percent, but very little of the
9 electricity in Northern California is generated by
10 nuclear power. A large part of it is hydropower and
11 those run almost 90 percent efficiency.

12 And then on the diesel side, the EIS
13 says the fuel consumption of the train, as I recall,
14 is 2.3 or 2.2 gallons per mile. I checked with the
15 Joint Powers Board mechanical manager, and he said
16 their consumption is three gallons per mile.

17 I'm in the process of redoing your
18 tables to give the correct figures for BTUs, and, of
19 course, the full electrification mode is turning out
20 to be much less than the diesel plan.

21 In looking at the cost of the
22 electrification -- well, Mr. Nash did raise this
23 question too about whether the cost of the
24 locomotives should really be considered as a cost of
25 electrification since you're going to have to
26 replace them anyway by the time this all happens.

1 By the way, that also goes for the
2 signal system. The signal system on this line is
3 very old. There's been talk of replacing it with
4 the modern system, centralized traffic control, and
5 so forth. That would happen whether you use diesel
6 or electrical propulsion. So once again, the
7 incremental costs --

8 Another thing that disturbed me were
9 the pictures that you have of figure 6.20-1 through
10 10 of the various renderings of the various
11 terminals. And I notice that the combined
12 terminals, the new terminals, you always show a big
13 blank wall like somebody tried to make it look
14 awful.

15 Well, the present terminal has windows
16 in it, so the least you should have done is put --
17 and also on one of the things you have a beautiful
18 colored plate showing this split terminal, but you
19 don't show anything similarly for the combined
20 terminals. So I would suggest that you redo that
21 part and put all the things on the same artistic
22 footing.

23 By the way, speaking about artistic
24 footing and so forth, I have to mention Grand
25 Central Terminal in New York, and somebody can
26 object to combined terminal spanning streets --

1 well, Grand Central Terminal boxed off Park Avenue
2 completely. The automobiles have to go on elevator
3 ramps around it. It hasn't hurt the real estate
4 values around there.

5 By the way, the automobile ramps cross
6 42nd Street elevated, and they're just as obtrusive
7 as the bus ramps are going to be. When you talk
8 about esthetics I think you should take care of
9 those things.

10 Definitely you should go for the
11 combined terminal, the alternative 3-B. As you
12 mentioned in your newsletters, it's better
13 connectivity, and it stands to reason it's going to
14 be better transit patronage which will mean less
15 automobile traffic in the area, which addresses a
16 point raised by a previous speaker.

17 There's plenty of combined terminals in
18 other cities. South Station, Boston which is
19 mentioned here and New Orleans' Union Station was
20 built specifically as a train and bus station, and
21 several others around here.

22 Also, you analyze 60 and 86 trains per
23 day, the effects and so forth. Previously there
24 were proposals for 114 trains per day. I think you
25 should reput those proposals back in and make an
26 analysis of the patronage and cost and so forth on a

1 114 train per day schedule because this would get
2 something of a little better rapid transit service.

3 And so I will close by ordering you to
4 continue on with the study. You definitely should
5 complete the final EIS and go for the money. The
6 old saying, "Where there's a will, there's a way."
7 So I see the big problem here is the political will
8 and not necessarily the money itself. If the will
9 was there, the money would appear. Thank you.

10 JUDGE JUDSON: Before we proceed, I
11 want to acknowledge the presence of Sue Bierman,
12 member of the Joint Powers Board and a member of the
13 San Francisco Supervisorial Board.

14 (Applause)

15 JUDGE JUDSON: Also Tom Radulovich, a
16 member of the BART board.

17 (Applause)

18 JUDGE JUDSON: Mr. Stocking.

19 REG STOCKING: I'm Reg Stocking. I
20 live at 99 Jersey Street in San Francisco. I've
21 been there 19 years, about, and lived in the city
22 generally since 1963. Also I worked for the
23 Southern Pacific Company in the commute service for
24 quite a number of years as assistant station master
25 at 4th and Townsend and as a signal tower operator,
26 so I dealt with people and I dealt with traffic

1 during the time I was there.

2 I'm fascinated at the idea of the
3 railroad station going into the Transbay Terminal
4 site and a bus station as a separate facility more
5 or less adjacent. As I recall originally, the idea
6 was that they would be combined on a Transbay site
7 Mayor Brown has said that the Transbay Terminal
8 rebuilt as a railroad station is a dead duck and
9 wants to move the buses onto some less desirable
10 real estate somewhere else.

11 I somehow don't see this. I agree
12 entirely with the people who want to see a connected
13 transit service in the Bay Area, if it can't be
14 unified.

15 Location is everything. I think it
16 would be very possible to have trains and buses on
17 the Transbay site and at the same time be able to
18 develop the air space above the joint station in
19 such a way as to produce enough income to very
20 considerably defray the cost of building the thing
21 and operating it.

22 As far as I'm concerned, joint use is
23 far and away the best way to go, and so far I've
24 heard no one officially mention it. This is done in
25 New York, it's done in Chicago, it's been done in
26 many other places, it works very satisfactory, but

1 somehow we don't seem to have heard of it around
2 here.

3 Also, some of the things involved in a
4 new terminal of any sort are basic and some are
5 ancillary. The elevated bus ramps from the Bay
6 Bridge to a new bus station would be many millions
7 of dollars. They would probably provoke a great
8 deal of outrage about terrible things in the sky.
9 They're not necessary in the first place. They can
10 be added later if they're sufficiently desirable.
11 The same for a pedestrian subway from the Transbay
12 Terminal site to the Embarcadero Muni and BART
13 station. Add it later if it's desirable.

14 If enough traffic shows up to use it,
15 then it would be automatically added. Don't put it
16 there in the first place because the money, I think,
17 initially, since money is short, can be used better
18 elsewhere.

19 Also, as far as the question of a site
20 on Townsend Street for a station, heavens yes, we
21 need something to connect the ballpark and for the
22 real estate development down there.

23 In fact, I believe an advisor to Mayor
24 Brown, Mr. Stewart ~~Some~~^uns~~hine~~^hine, said he sees no
25 reason for a station any closer to downtown and
26 Market Street than the present one because that area

1 is developing. But this sounds like San Francisco
2 thinks, "Oh, the commuters who use this mode of
3 transportation can go here. People who use that
4 mode can go there. People who use something else
5 can go somewhere else," and there's no sort of
6 unity.

7 And I realize that this is a problem in
8 San Francisco. Our civic vanity is that everyone
9 comes to and from San Francisco. Nobody just wants
10 to go through here to go from one side to the other,
11 and the whole idea is an insult.

12 Well, it may be an insult, but this is
13 very true. And I think we need to accommodate this.

14 Also, the high speed rail service to
15 Southern California seems like fantasy land, I
16 think, to a lot of people. I regard it as more
17 tomorrowland. Every effort should be made to make a
18 new station desirable for inner-city service as well
19 as relatively local commuters.

20 Therefore, I very much advocate the
21 wide radius curve proposal on the chart and the
22 current curve, the transition from 7th Street
23 parallel to Townsend, if possible, should be widened
24 also. Again, to promote higher speed operation.

25 Because saving a few seconds here and
26 there adds up very quickly. In fact, as soon as the

1 line comes out of the tunnel, I would like to see at
2 least provision in the right-of-way for three
3 tracks, not two, so fast trains can use a center
4 track or morning and afternoon commute rushes can be
5 accommodated without jamming.

6 The multi-track operation, I think, is
7 extremely desirable. And a three track tunnel might
8 add a great deal to the cost, but at least on the
9 surface, for heaven's sake, make provisions for it.

10 Also, in the service yard being
11 proposed, whatever the location, for heaven's sake,
12 provide space to turn and service high speed
13 inner-city trains. Because the train that comes
14 from San Diego via Los Angeles, when it gets to San
15 Francisco, is definitely going to require a little
16 bit of housekeeping and maybe some mechanical
17 maintenance before it goes flying back south.

18 Now, again, this may sound like fantasy
19 land, but the truth is it's tomorrowland. So bear
20 this in mind and leave plenty of margin for further
21 development.

22 Again, I'm also in favor of full
23 electrification. But given that there are many
24 aspects and many things that can be added to this,
25 let's do the basics as well as possible, not spread
26 the whole thing too thin, and worry about the

1 ancillaries later. After the basics have developed
2 enough traffic, the ancillaries become more
3 obviously necessary. Thank you.

4 JUDGE JUDSON: Thank you, sir.

5 The next three speakers after Ms. Sachs
6 are Mr. Balshone, R. Paul Marcelin, and Jim
7 Chambers.

8 Ms. Sachs.

9 MS. SACHS: Yes. My name is Jackie
10 Sachs. The last name is spelled S-a-c-h-s. I live
11 at 2698 California Street, Apartment 404 here in San
12 Francisco, and the zip code is 94115.

13 One of the main things I want to bring
14 up is that I'm also in favor of bringing CalTrain
15 downtown but to the East Bay -- to the Transbay
16 Terminal. For the simple reason that approximately
17 15 years ago when the Muni Metro was built and no
18 subway -- no streetcars were going into the East Bay
19 terminal and it was empty, only for the cable car
20 festivals and a few of the bus lines, a few bus
21 lines going into the East Bay terminal, there were
22 no other streetcars going there until now when the F
23 line was finally going to the East Bay terminal.

24 At that time when nothing was going to
25 the East Bay terminal, someone should have thought,
26 "Gee, we got nothing coming in here now. We got

1 people stranded at the East Bay terminal, why don't
2 we bring CalTrain into the East Bay terminal now
3 because it's the hub of where people come from all
4 over the Bay Area to come into, to converge into one
5 area to go to work or whatnot or go to meetings."

6 Another thing too is that as far as the
7 construction and alignment is concerned, now that
8 the -- now that BART has gone forward with their
9 alignment to the airport, there is going to be -- I
10 feel that there is going to be a big -- they're
11 going to have -- there are going to be complications
12 because you're going to have two things being built
13 at the same time and -- possibly built at the same
14 time, and along that same corridor you've got the
15 3rd Street light rail -- the Bayshore corridor being
16 built that's supposed to be built by the year 2003.

17 Between the construction of the
18 Bayshore corridor, the CalTrain extension, and the
19 BART -- well, along that one corridor over there,
20 I'm looking at the first poster, between that and
21 you want to have a stop at the ballpark.

22 You've got a ballpark under
23 construction, you've got UCSF Mt. Zion building a
24 cancer research center site around, near that area.
25 You're going to have all this construction going on
26 at the same time, and you're going to think, "What

1 now?"

2 You should have thought of doing this
3 15 years ago and gone into the East Bay terminal
4 when the time was right.

5 And that's about -- I don't know how
6 else I can put it. But the fact that you've got
7 BART going -- the fact that BART is going down to
8 the airport and you're parallelling BART, that sort
9 of thing, that's -- it just does not make sense.

10 And you should have thought of doing
11 this, like I said earlier, you should have thought
12 of doing this 15 years ago when the East Bay
13 terminal was empty. And at that time you should
14 have thought, "Well, gee, now that we've got
15 something, what can we do with it?" Not wait until
16 now.

17 While everybody's trying to get a piece
18 of the pie, trying to get BART to the airport,
19 trying to get the ballpark built, trying to get
20 money for the Bayshore corridor -- when it comes
21 down, you won't have, there won't be any money for
22 CalTrain to do anything, and then you'll think,
23 "Gee, why didn't we think of this 15 years ago when
24 we had the chance?"

25 That's all I have to say. Thank you
26 very much.

1 JUDGE JUDSON: Thank you.

2 Mr. Balshone.

3 MR. BALSHONE: Good evening. My name
4 is Bruce Balshone. I'm the executive director of
5 COST, Coalition for a One Stop Terminal.

6 The board asked me to come tonight to
7 let you know that the board and the coalition does
8 support the downtown station concept. We at COST
9 view the extension project as a one stop terminal
10 for downtown San Francisco that can be used both by
11 bus commuters, train riders, and BART users.

12 We at COST further believe that the
13 terminal can be used as a world headquarters for the
14 high speed train terminus from Los Angeles to San
15 Francisco.

16 We urge the Joint Powers Board to move
17 ahead in job alternative 3-B. We thank you for your
18 time, and we hope you go forward with this decision.
19 Thank you very much.

20 JUDGE JUDSON: Thank you, sir.

21 Mr. Marcelin.

22 MR. MARCELIN: My name is Paul
23 Marcelin. That's spelled M-a-r-c-e-l-i-n. I live
24 at 1 St. Francis Place, Apartment 5102, San
25 Francisco, 94107. And I'm not representing any
26 organization.

1 My first comment tonight is that it
2 shocks me that we would be sitting here talking
3 about spending \$615 million 1997 dollars for a
4 one-and-a-third-mile rail extension. The costs are
5 just ridiculous.

6 Where is that money going to come from?
7 Are options like a gas tax realistic in this
8 society? I don't think so.

9 And given the demands for funding for
10 other transit projects that compete with CalTrain
11 that the second to last speaker mentioned, it seems
12 the funding is not in place.

13 The second issue has to do with
14 connectivity, which is one of the ostensible
15 purposes of this extension of CalTrain. The real
16 barrier to connecting CalTrain to the regional
17 transit network that we have in this area is it's
18 their system. CalTrain uses a completely manual
19 fare collection system that can't be integrated with
20 BART plus or other regional fare systems that we
21 have here. That's one of the basic problems that
22 can be addressed easily before we spend more than a
23 half million dollars, 1995 [phonetic] money, to
24 build a railway extension.

25 Another concern is that the station,
26 that the new station that's being proposed for

1 CalTrain by itself doesn't improve the connectivity.
2 It basically misses the 3rd Street light rail
3 development. And what about the money that's been
4 spent on the Embarcadero light rail extension that's
5 about to go into service this summer?

6 We should take a look at examples from
7 other cities such as Paris, Montreal, and Toronto
8 that integrate regional rail networks with feeder
9 transit services in the downtown.

10 I'll take the example of Toronto, which
11 has a regional rail service called Government of
12 Ontario Transit. The main terminal for that service
13 is located about a mile away from the central
14 business district of the city, necessitating the use
15 of the subway or local bus service as a feeder once
16 you arrive in the city.

17 The people put up with it, the transfer
18 is made in an inside covered station in a
19 comfortable environment, the fare card is
20 transferable between the two transit services, and
21 there's frequent service on both sides. Those are
22 some of the ways of improving transfers between
23 transit systems. I can cite similar examples in
24 Paris and Montreal.

25 The third is the question of what makes
26 people want to ride transit. I put up with a two

1 hour ride on BART and BART express every day to my
2 job in the East Bay. There are very few people who
3 would be willing to do that. With the CalTrain
4 extension, we're talking about a seven to ten minute
5 travel time savings. Not a very big incentive for
6 people to start riding CalTrain.

7 I think that what's essential for
8 CalTrain is to make the improvements to the current
9 system. I was riding CalTrain a few days ago and
10 noticed that some of the rails date back to 1942.
11 55-year-old rails don't make for a very comfortable
12 ride. Let's spend some money improving the system
13 one way or the other.

14 And, finally, I'd like to propose what
15 may seem a horridical [phonetic] suggestion but
16 something that's been done very successfully in two
17 other North American cities, one being Ottawa,
18 Canada and the other one being Pittsburgh,
19 Pennsylvania. The use of busways.

20 Since we have the CalTrain right-of-way
21 and since CalTrain will be eclipsed by the coming of
22 BART's San Francisco extension and other transit
23 developments, why not convert the CalTrain
24 right-of-way into a busway that could be used to
25 provide door-to-door, express, and regular daily bus
26 service that would better accommodate the needs of

1 riders in the Bay Area.

2 The busway gives flexibility in terms
3 of being able to accommodate single transit
4 vehicles. It can be run on local streets and
5 provide direct service with no need for transfers,
6 and it's a much cheaper option. It seems to be one
7 thing that could attract people to transit, unlike
8 this particular railway extension. Thanks.

9 JUDGE JUDSON: Thank you, sir. Before
10 we get to the next speaker, let me indicate that the
11 three speakers after him are Eric Scott, Michael
12 Alexander, and Michael Kiesling.

13 Mr. Chambers.

14 MR. CHAMBERS: Thank you. My name is
15 Jim Chambers. I'm vice chair of the AC Transit
16 Transbay Task Force. I live in Oakland at 4650
17 Clarewood.

18 I thank the JPB for having this meeting
19 tonight and for giving me the opportunity to speak
20 to you. I speak not as an affiliate -- as an
21 employee or in any way directly affiliated with AC
22 Transit but merely as a member, as a commuter who
23 volunteers his time along with others to advise AC
24 Transit as to how to enhance a valuable alternative
25 public transportation system.

26 There are thousands of riders who come

1 into San Francisco as a destination from the East
2 Bay on AC Transit every day. This is a point that
3 is often forgotten and something I'd like to
4 underscore here.

5 In pursuing the goal of facilitating a
6 public transportation system between the Peninsula
7 and San Francisco, I strongly caution the Joint
8 Powers Board not to take action that would injure
9 our present commute alternative into San Francisco
10 from the East Bay; that is AC Transit.

11 In particular, I'd like to point out
12 that the various Transbay Terminal alternatives that
13 have been proposed are flawed. First, no adequate
14 funding source has been identified for retaining a
15 Transbay Terminal site that would allow service to
16 be adequate to retain the riders that currently come
17 in on AC Transit.

18 The increased travel time, increased
19 operating costs for AC Transit associated with fewer
20 ramps, surface transportation, et cetera, could
21 severely injure the current transportation
22 alternative to BART that AC Transit affords.

23 Second, the four mitigating options
24 don't mesh with San Francisco's current
25 consideration of a location for a Transbay Terminal.

26 Has there been proper environmental

1 consideration for any of these proposals in the fact
2 that they don't, haven't been coordinated?

3 Even if there was an adequate funding
4 source for a new Transbay Terminal, any of the
5 options could increase the overall AC Transit
6 operating cost by increasing the amount of time from
7 the terminal to the bridge, increase travel time for
8 riders, which would make it less of a desirable
9 alternative to BART, thus increasing the congestion
10 in the Transbay tube and on the bridge, which also
11 would increase pollution.

12 There's been a suggestion that elevated
13 bus ramps, if constructed, would be a problem in San
14 Francisco. There currently are bus ramps that go
15 into the AC Transit terminal. We believe it would
16 be more cost effective to complete the already
17 costly effort that's been undertaken to retrofit for
18 earthquake the AC -- the Transbay Terminal for use
19 by buses and the bus lines. And we very strongly
20 recommend that unless the difficulties that could
21 result to AC Transit are considered in the
22 proposals, that CalTrain proceed by using an
23 alternate route and leaving the Transbay Terminal
24 for its current and very effective use. Thank you.

25 JUDGE JUDSON: Thank you, sir.
26 Mr. Scott.

1 MR. SCOTT: My name is Eric P. Scott,
2 S-c-o-t-t. I reside at 227 Clinton Park, Apartment
3 2, in San Francisco, the zip code is 94103.

4 I take CalTrain from San Francisco to
5 destinations on the Mid-Peninsula. It's a great way
6 to start your morning to be breathing diesel fumes
7 through the tunnels. The one aspect of all the
8 decisions that have been presented this evening that
9 rest near and dear to my heart is full system
10 electrification which would, besides the statements
11 by the other speakers about the environmental
12 benefits, I also have concern for passengers' health
13 and well-being. I think it would be particularly
14 interesting.

15 The first option is inadequate because
16 the electrification would only proceed as far as
17 22nd. And I believe that in any case it's necessary
18 to have electrification between San Francisco and
19 the Bayshore station. Long-term full
20 electrification is the only option that I see that
21 makes long-term sense.

22 As for the rest of the proposal, I
23 think at this point the time has passed for an
24 extension to the Transbay Terminal. We've seen a
25 decline in bus service in recent years. AC Transit
26 is a district that is teetering on the edge of

1 bankruptcy. The ridership is down. The service has
2 been substantially reduced.

3 The other major attendant is Greyhound,
4 which is -- what's left of what was once Greyhound
5 and Trailways, and again, it's a mode of
6 transportation that's in decline.

7 Since the earthquake in 1989, we've
8 seen a renaissance in ferry services. We've seen a
9 movement that is away from the diesel buses, from
10 the motor coaches. And I don't see that there is a
11 need for this kind of termination at this point.
12 Perhaps something at the Ferry Building, perhaps
13 something north of Market. But not here.

14 And with the imminent completion of the
15 Muni Metro extension, with the plans for 3rd Street
16 light rail services, with the ballpark coming in, it
17 seems to make sense to retain the current 4th and
18 Townsend station as the end of the line because
19 we're in a different world than we once were. Thank
20 you.

21 JUDGE JUDSON: Thank you.

22 Mr. Alexander.

23 MR. ALEXANDER: Thank you. My name is
24 Michael Alexander, A-l-e-x-a-n-d-e-r. I live at
25 1717 Mason Street, San Francisco. I am chair of
26 SPUR, the Transbay Area Task Force.

1 The question that Andy Nash asked at
2 the beginning, the fundamental question was: Should
3 CalTrain keep going. Well, keep going. Keep at
4 this. SPUR has a long history of support for this
5 project. I think it's far superior than the BART to
6 the airport project.

7 Before I comment on the decision
8 checklist preferences, I'd like to compliment this
9 entire project on the superb graphics and the superb
10 presentation that has been done on one of the most
11 complex projects that certainly I've been involved
12 with over the past 20 years. And I think this is an
13 exemplar of how to present complex problems in clear
14 and understandable ways, particularly with the
15 exceptional visual presentation.

16 As to the decisions, I have to say that
17 SPUR's board has not yet taken a position on these,
18 so I'm going to speak for myself. But I think that
19 what I am representing very, very strongly is the
20 overwhelming position of the SPUR, the Transbay Area
21 Task Force, members on this.

22 The Townsend alignment, go for the
23 south side. Originally SPUR strongly favored going
24 from 7th Street. The cost and the lack of the
25 ballpark station counts strongly against that. So I
26 was thinking that Townsend is the right way to go.

1 Do the short radius. Why? Because
2 this project needs support, not opposition. We need
3 consensus on this project. And if you don't do the
4 short radius, you've got permanent opposition from
5 neighbors in the area.

6 Do the Main/Beale terminal. We've long
7 supported this. And that is official SPUR policy.

8 It frees 1st and Fremont Streets to be
9 the automobile streets to and from the bridge. It
10 makes Main and Beale Streets into transit preferred
11 streets. It separates the conflict that we have
12 today with transit competing and gradually losing
13 out to automobiles as they fight their way up 1st
14 Street.

15 The Main/Beale terminal does connect
16 with the CalTrain terminal. It connects -- with the
17 connection at the head ends of both terminals.

18 I would question an underground walkway
19 to BART. This isn't Toronto. This isn't Moscow.
20 This is San Francisco. We tend to have many more
21 days with weather like today's than we do
22 snowstorms. And I think that if you think of Beale
23 Street as an inviting pedestrian walkway and make
24 that as -- make that really attractive, it will be
25 much preferable to walking through a tunnel through
26 San Francisco.

1 Train storage at 7th and Townsend,
2 dual-mode locomotives. Sure, yeah, we want full
3 electrification too. But this is a staged thing,
4 and you can do dual-mode much more cheaply, you can
5 do it much more realistically, and you can do it
6 much more quickly than you're likely to get full
7 electrification. It's a compromise, but I think
8 it's the right compromise. It gets you a project.

9 For the same reason -- and the question
10 that wasn't asked on this selected decisions list
11 but is perhaps the most important one next to keep
12 going is, do the staged construction. Build the
13 station shell now on the existing Transbay Terminal
14 site. It gives you your place holder, it allows you
15 to develop above rather quickly, it doesn't keep
16 that land fallow for the next ten or 12 or 15 years,
17 and it gives you tremendous incentive to complete
18 the project. Thank you.

19 JUDGE JUDSON: Thank you, sir.

20 The three speakers after the next are
21 Russell Reason, Paul Wilcox-Baker, and Richard
22 Mlynarik. Mr. Kiesling.

23 MR. KIESLING: Good evening. My name
24 is Michael Kiesling. And that's spelled
25 K-i-e-s-l-i-n-g. I live at 750 Columbus, Number 3,
26 94133.

1 About the time I was born, CalTrain
2 started looking at what to do with the Transbay
3 Terminal. That's about how long this project has
4 been going on. At that point BART was about ready
5 to start operations. They were wondering, "What are
6 we going to do with this building? We don't have a
7 need for this building anymore."

8 At that time they were thinking, "Get
9 rid of it and we'll" -- "because transit into San
10 Francisco has been solved now."

11 Now as BART is coming up against
12 capacity problems, AC Transit has been in tough
13 times for a while now, but there are also, with the
14 HOV lines, plans for more trains to cross the
15 Transbay Terminal.

16 But throughout this entire project,
17 since there's always been the sector of something
18 else happening at the Transbay Terminal site, the
19 building has sort have been left there. And every
20 couple years you get some new pigeon netting put up.
21 But it has sort of, for -- as a place holder in the
22 future of transportation in San Francisco, it's been
23 sort of left there in the middle of the neighborhood
24 and kept the rest of the neighborhood sort of
25 dependent on what's going to happen at the terminal.

26 At this point, the CalTrain project --

1 and I'd like to step back here and say I got into
2 this in 1991 presenting an alternative to bring
3 CalTrain to downtown San Francisco, and I presented
4 a drawing at that time that looks a lot like the map
5 that's shown up there now.

6 I've gone through all the different
7 alternatives that have been proposed for this
8 project, and I'll be willing to discuss with anybody
9 in this room why that's the only way a train is ever
10 going to get to downtown San Francisco.

11 But if the CalTrain project doesn't
12 happen now and there's nothing done to preserve the
13 site of the Transbay Terminal for future train
14 service, whether CalTrain builds it in five years,
15 in ten years, in 15 years, if high-speed rail builds
16 it in 15 years, 25 years, 50 years, if something is
17 not done today with the City of San Francisco to
18 preserve that site and the right-of-way into that
19 site, there will never be a train coming to downtown
20 San Francisco, and we will never have any more
21 transportation coming into the city from the south
22 side.

23 We're not going to widen the highways.
24 BART will bring some people in along the Peninsula,
25 but it's a long time before BART will ever get south
26 of Millbrae, if it gets south of Millbrae.

1 So I'm here asking that in the EIR that
2 you look at the Townsend south side of the street
3 alternative for the obvious reason, that it stays
4 out of the middle of the street, and it also
5 provides a station in the neighborhood for both the
6 ballpark and what's happening at Mission Bay.

7 That you take the strangely named
8 short-tunnel long-radius alternative. It goes under
9 the greatest number of buildings. And I know that
10 there's been a recent terrible example in Los
11 Angeles of how not to build subways. But throughout
12 the world and for many years they have been building
13 tunnels under buildings -- all throughout this city,
14 at the foot of Market Street -- and everywhere else
15 in the world where they're not running into tar pits
16 and things of that sort.

17 I would suggest though that JPB work
18 very closely with the building owners above ground
19 to possibly coordinate earthquake retrofit projects
20 at the time the underpinning is taking place. And
21 to think that if you stay in the middle of the
22 street is going to eliminate your problem, if
23 there's ever a problem with the tunnel, if the
24 street caves in in front of your building, it's as
25 bad -- you're going to have problems wherever you
26 go.

1 But I believe there's been more than
2 enough examples of the tunneling process that there
3 shouldn't be a problem, especially if they were just
4 tunneling through Kobe, Japan during the quake, and
5 there was no problem with their tunnel.

6 As for the terminal, I'm going to come
7 up with an option that I've been coming up with all
8 along and it wasn't looked at in the EIR. If you're
9 building a stage project, build a new bus terminal
10 at the Transbay site that can be staged -- and I'll
11 submit that with my written comments -- to initially
12 house a brand new building for AC Transit. Build it
13 as soon as possible in conjunction with everything
14 else that can take place in the Transbay area so
15 that everybody in that area knows what the future
16 holds, not that one day CalTrain will get there and
17 not squabbling around the bus terminal site.

18 And eventually -- if CalTrain is able
19 to come in now, fine. If not, later you could bring
20 CalTrain still, I will advocate, onto what would be
21 the bus deck level above the street at that time
22 moving the buses above the terminal.

23 Whatever you do though, keep all the
24 people together in the same terminal. As I
25 understand now, the city's bus terminal has moved
26 south of Howard Street. That no longer physically

1 touches the CalTrain terminal site, so you're
2 splitting the terminals at that point again further
3 from where they were split now.

4 And whatever you do, if you can't build
5 the extension right-of-way, start fixing up the
6 trains. CalTrain is getting more ridership every
7 year with very little improvement to the service in
8 terms of -- they're not building big projects.
9 People keep riding CalTrain because CalTrain serves
10 a purpose. If you add more service to CalTrain,
11 people will ride CalTrain and you will get a little
12 more of an equal footing in people's minds with
13 transportation in the Bay Area. Thank you very
14 much.

15 JUDGE JUDSON: Thank you, sir.

16 Russell Reason.

17 MR. REAGAN: That's Reagan, just like
18 Ronald Reagan.

19 JUDGE JUDSON: I beg your pardon.

20 MR. REAGAN: Yes. My name is Russell
21 Reagan. I live at 592 Wildwood Way in San
22 Francisco, 94112. I'm speaking on behalf of
23 Peninsula Rail 2000. Thanks for giving me the
24 opportunity to speak. We're a 15-year-old rail
25 train rider's organization.

26 And the downtown extension, we firmly

1 believe must go forward to the full EIR -- and this
2 was part, the downtown extension was part of our
3 five-point plan that we first advocated in 1982
4 which other parts have been implemented now. The
5 purchase of the right-of-way, the formation of a
6 joint operating agency, and we -- and the partial
7 implementation of ticket vending machines, a proof
8 of payment ticket program.

9 We strongly believe that this project
10 must go forward at least in a stage project
11 scenario, that we must not foreclose the option of
12 extending CalTrain all the way down to downtown San
13 Francisco, and we believe that into the 21st century
14 that the vast majority of riders will continue to
15 prefer that their destinations will be in the Market
16 Street area and not south of Market.

17 An earlier speaker said this project
18 appears to be eclipsed by the coming BART to
19 Millbrae extension. I would just like to point out
20 that that project is running into difficulties. And
21 some insiders closely watching the politics, the
22 situation in Washington, believe that there, that
23 contrary to some newspaper reports, that the full
24 funding agreement for that project may not be
25 forthcoming any time soon. So we might as well
26 continue to look at this project as a possible

1 alternative for transportation rail -- completing
2 the bay with rail in the north end of the Peninsula.

3 For the first of the options, PR 2000
4 would like to see the Townsend south side alignment.
5 And we believe this is the best option to provide a
6 station to serve the proposed ballpark, and that it
7 would be optimal in providing a third track, and
8 that it's the best compromise between the more
9 expensive tunnel, of cut-and-cover underground
10 versus the obtrusive alignment downtown.

11 For the second option, we prefer the
12 long-radius short-tunnel option which can be viewed
13 as actually possibly less obtrusive because there
14 would be less excavation for the shorter tunneling
15 distance and less wear and tear on the trains, that
16 they wouldn't be screeching around the sharper curve
17 alignment.

18 For the third option, we prefer option
19 B for the Transbay Bus Terminal location. Option B,
20 combining the two facilities, the bus and the rail.
21 We believe that's the best for transit connectivity,
22 and it offers the best opportunities for joint
23 development.

24 For the fourth option, we prefer the
25 7th and Townsend storage yard that has double-end
26 entry and exit for getting the trains in and out.

1 Since it's closer to the end of the line, it would
2 mean lower operating costs.

3 And there has been some concern among
4 our directors about the possibility of what would
5 happen in a major quake if the storage yard were
6 located underneath the freeway.

7 For the fifth option, the propulsion
8 system, we advocate the full electrification of the
9 entire line. The 25,000 volt AC electrification is
10 preferable because it is compatible, it's state of
11 the art and compatible with high speed rail.

12 On the issue of electrification, we
13 feel that it might be worthwhile to take a look at
14 electrification as a separate project. Since it
15 accounts for 20 to 30 percent of project cost, it
16 would be worthwhile to look at proceeding with
17 electrification before the downtown extension, and
18 it would get the support of Santa Clara County by
19 being considered a separate project.

20 We are very concerned about the
21 ridership modeling that was done because it did not
22 model more than 86 trains per day; whereas BART was
23 being considered at the full 208 trains per day that
24 served Colma.

25 And we'd also like to see, even the
26 playing field remodeling of the ridership of BART

1 versus CalTrain. And the parking facilities of BART
2 are much greater than those considered for CalTrain
3 in these studies. Thanks very much.

4 JUDGE JUDSON: All right, Mr. Reagan,
5 thank you. Mr. Wilcox-Baker.

6 MR. WILCOX-BAKER: Good evening. I'm
7 Paul Wilcox-Baker. I live at 140-A Langton Street,
8 San Francisco.

9 I'd like to say that any of the plans
10 proposed would be a major improvement over the
11 current situation where everybody has to transfer on
12 buses to get to downtown San Francisco. And
13 similarly if they want to go from San Francisco down
14 the Peninsula, in most cases it involves an extra
15 transfer that you wouldn't have to do with any of
16 these proposals.

17 I favor the plan in particular that
18 uses the Transbay Terminal, preferably with the
19 existing bus ramps and the train station underneath
20 that to offer good connectivity to the East Bay by
21 AC Transit.

22 It should be possible to develop office
23 space or some other form of income generating real
24 estate over the existing site. The ramps should be
25 retained, but the building doesn't necessarily have
26 to be retained in its existing form. All your

1 drawings show rather cute looking bus stations, but
2 with no income generating development on top of
3 them. It seems there should be some method of
4 defraying costs.

5 JUDGE JUDSON: Sir?

6 MR. WILCOX-BAKER: I would also like --

7 JUDGE JUDSON: Could you speak a little
8 closer to the microphone and keep your voice up.

9 MR. WILCOX-BAKER: I would also like to
10 suggest that full electrification be implemented.
11 Not only is it better environmentally, it offers
12 better trip time, and that's strongly related to
13 ridership. Also, it would reduce possible
14 objections to diesel noise when service is
15 increased.

16 Also, compared to BART projects, this
17 project is really comparatively cheap for the
18 tremendous benefits that it generates, and I say go
19 ahead with it as quickly as possible.

20 JUDGE JUDSON: Were you reading from
21 something there?

22 MR. WILCOX-BAKER: Only notes.

23 JUDGE JUDSON: Can I have them?

24 MR. WILCOX-BAKER: (Complies)

25 JUDGE JUDSON: Before we get to the
26 next speaker, let me indicate the next three

1 speakers after that. That will be Vaughn Wolfe,
2 Bill Graziano, and Tom Radulovich. Mr. Mlynarik.

3 MR. MLYNARIK: My name is Richard
4 Mlynarik, which is spelled, M-l-y-n-a-r-i-k. I live
5 at 436 Alvarado Street in San Francisco. I'm a
6 daily CalTrain rider, and I think I'm part of
7 CalTrain's only hope in the world, which is people
8 who live in San Francisco and commute down back to
9 the Peninsula, which is where the jobs are nowadays
10 as I found.

11 The first thing I'd like to say is,
12 just to be a bit contentious, ask everybody to talk
13 about BART as the BART to Millbrae extension. It's
14 being sought as an SFO thing in the papers, and I
15 think that does a disservice to what's actually
16 happening.

17 The most important point I'd like to
18 make is that whatever is done, the right-of-way has
19 to be preserved. So I think that by whatever means
20 necessary we have to take the steps needed, take the
21 steps mentioned to have at least the possibility of
22 this project placed in the San Francisco general
23 plan and have the right-of-way preserved.

24 And if, as Willie seems to want to do
25 with the Transbay Tunnel, is pull down something
26 with a shell or -- an eventual CalTrain tunnel must

1 be put in immediately. So regardless of shortfalls
2 in financing, this has to be sought as just simple
3 prudence.

4 My second point is on electrification.
5 I think that going with anything but full mode
6 electrification is actually very expensive in the
7 long term.

8 Nobody is using third rails -- well, it
9 hasn't been constructed in the last 50 years, except
10 for BART. All around the world people are using 25
11 kilovolt AC. It's the only way to go. And if you
12 build some hybrid system running on third rail or
13 low voltage, you're going to be saddled with
14 locomotives that nobody else uses that are
15 constructed uniquely for this system and maybe for
16 Grand Central Terminal in New York. When you want
17 to do -- actually do it right, you're going to have
18 to throw them away.

19 And as other speakers have said, I
20 think it's important to build constituency for
21 electrification separate from this. As a rider of
22 CalTrain and an observer of the horribly fragmented
23 local transit system, it's important that the
24 constituency for upgrading the train as a whole is
25 built so that more expensive projects have people
26 who are aware of the system who don't think of it as

1 this lumbering thing that rocks around on the rails
2 and makes a lot of noise.

3 So I think if you've got -- if you
4 proceed with that, you can buy in from San Jose, at
5 least as much money as they have left, and the Santa
6 Clara Counties and build a constituency and maybe
7 even achieve political visibility in the City of San
8 Francisco.

9 I believe connectivity with other modes
10 of transportation is absolutely vital. That's
11 CalTrain's biggest failing right now. And
12 CalTrain's ridership, to a large extent, has
13 resulted from, surprisingly, the bikes-on-CalTrain
14 program and from employer shuttles. These are very
15 low cost things, but the problem is you have a train
16 that runs sort of to nowhere in San Francisco, and
17 on the Peninsula -- the Peninsula is sort of
18 nowhere -- and, you know, for me to get to my office
19 park, it's five minutes on a bicycle, and it's a
20 hellish thing if I have to take the bus.

21 Ditto in San Francisco. I take the
22 bus, and it takes 48 minutes. I ride a bike, and it
23 takes 11. So I think you need to sell the whole
24 idea of connectivity both as -- and the idea of a
25 great city and great cities have to do this. But
26 also just practically. That's the only way people

1 are going to take the train if it doesn't involve
2 this dire trip on the 30 bus along 4th Street.

3 I haven't read the full Environmental
4 Impact Report -- call me a wimp -- so I don't know
5 if this has been addressed. But I'd really like to
6 see some at least exploration of some creative
7 financing done. I mentioned extorting money from
8 the airlines before.

9 But just saying that there's a huge
10 shortfall and nothing can be done is deadly. So
11 pursue things with the Bay Bridge retrofit, even
12 though the Transbay Tunnel is actually officially
13 counted as part of the Bay Bridge. Try and do
14 things -- I'm sure the people at SPUR, for example,
15 have more ideas than I do, but just putting up the
16 figures and saying "We're dead" really makes it
17 sound like we're dead.

18 And also I'd like to see -- in the
19 public material you provide some idea of the cost
20 effectiveness of this program, especially compared
21 to the BART extensions, which I don't think can be
22 justified on a regional basis as opposed to an
23 empire basis. So if you could put down in your
24 thing that we're projecting, very conservatively,
25 this many riders, and that's far more than you're
26 going to get from sending BART to Pittsburg, it

1 seems like a more reasonable regional transportation
2 program.

3 And I think, you know, people,
4 taxpayers from around the region, will look on this
5 project as something that actually, they should
6 support and get some extra money from them. I think
7 that's about all. Thank you.

8 JUDGE JUDSON: Thank you, sir.

9 Vaughn Wolffe.

10 MR. WOLFFE: Yes. My name is Vaughn
11 Wolffe. I live at 324 Catalpa, Apartment 215, in
12 San Mateo. I'm also the vice president of Peninsula
13 Rail 2000.

14 We have several questions about the
15 study, and I guess we would consider criticisms on
16 the analysis. Just to point out one weakness in
17 some of the numbers, you'll notice on the
18 electrification the cost is \$129 million for the
19 locomotives. 23 locomotives times \$5 million is
20 \$115 million. So that's at least one arithmetic
21 error, and there's probably many others.

22 Also, as far as the question of should
23 you stay on the study mode. No, you should not stay
24 on the study mode. You should get into the
25 construction mode and start building it, and stop
26 studying it.

1 Electrification costs are flawed in
2 several ways. One, the operating costs for all
3 three of these propulsion systems includes tunnel
4 operations that have nothing to do with propulsion
5 systems. They're just thrown in there as a cost to
6 elevate them, for no apparent reason whatsoever.

7 And even in your cost modeling where
8 you compare against the present diesel system in the
9 three modes, you include \$700,000 for tickets and
10 schedule costs that are different between 86 trains
11 on electric and 86 trains on diesel. I'm not sure
12 why the ticketing and schedules would cost
13 differently because you're running electrical
14 locomotives. That's not real clear.

15 Also, we've looked at some of the
16 analysis in the substations. You require five
17 substations in San Francisco. Unless the
18 electromagnetic rules and mathematics change between
19 San Francisco and San Jose, the spacing of the
20 stations in San Jose should be preferably just the
21 same as they are in San Francisco. Yet in San
22 Francisco you have a station two miles from the
23 beginning of the line, and in San Jose the
24 substation is ten miles.

25 I would submit that if you adjusted the
26 substation distances by five miles, you would

1 eliminate one and eliminate some of the costs. It
2 would also bring the cost of operation down by \$5 to
3 \$7 million a year in operations which would pay for
4 itself in ten to 12 years just by electrifying
5 fully.

6 Also, in some of the analysis -- in all
7 of your analysis you use 86 trains; whereas in the
8 rest of the region, especially when you're doing
9 BART things, you're using headways.

10 Using numbers of trains versus headways
11 is an apples and oranges comparison that biases all
12 the analysis and all the ridership in favor of BART
13 and away from CalTrain.

14 It may be the regional transportation
15 plan that you rely on, but that number was given to
16 the regional transportation plan by San Mateo
17 County, and now San Mateo County turns around and
18 says, "Well, we have to use the regional
19 transportation plan that says 86 trains." Well,
20 that's the same number they dreamed up in 1985.

21 And the modeling tools are sensitive to
22 headways and frequency, and so in that bias, the
23 modeling favors any service that runs like BART does
24 and cannot accurately discern the ridership that
25 would come on that service that provides express
26 service or higher speed trains or any other types of

1 things like that.

2 The modeling is also insensitive to the
3 location of jobs near the train stations. In Santa
4 Clara County, if you build 3,000 jobs near a train
5 station, that doesn't show up in the modeling any
6 better than if you built them five miles from the
7 train station.

8 We would also point out that the 16th
9 Street station underneath the highway, if you have a
10 tanker spill on the highway, you would have to
11 disable all the trains too because you wouldn't be
12 able to get to them.

13 This actually occurred in Los Angeles.
14 One year apart they had a tanker spill on the
15 highway, they closed the rail line too. A year
16 later they had a tanker spill on the railroad and it
17 closed the highway also. And you're proposing to
18 build all your storage for your cars right
19 underneath the highway. You would run into the same
20 problem. It's a foolish deal.

21 You have the easement on the
22 right-of-way where it is now, so the 7th Street
23 station should be where you would locate your
24 station.

25 In the proposal for your staged
26 dual-mode process, the JPB, which is the operating

1 end for CalTrain, has not demonstrated its ability
2 to get any project going in the last four and a half
3 years. Buying 23 locomotives now and then
4 converting to electrification where you have to get
5 another 23 locomotives and then stage the
6 electrification with different substations along the
7 line would seem to me to be a technical and
8 administrative nightmare that the JPB has not
9 demonstrated itself capable of doing. So I would
10 suggest you just go to full electrification and save
11 us, the taxpayers, and us, the train riders, a great
12 deal of trouble and anguish in your mission in
13 producing, trying to produce a real train system.

14 I would say one thing both to the
15 audience and to everybody else that would care to
16 listen. CalTrain reached to its fullest potential
17 would be far better than anything BART had ever
18 imagined both in capacity, speed, and ability to
19 reach the populations that need the service. You
20 should be building CalTrain to its full potential
21 and not these haphazard steps where you stage
22 something that costs a lot of money now and a lot of
23 money later. It just hamstring the whole
24 operation, and it actually doesn't help the region
25 out at all. Thank you.

26 JUDGE JUDSON: Thank you, sir. Bill

1 Graziano.

2 MR. GRAZIANO: 778 Brannan Street, San
3 Francisco, 94103.

4 My comments are about Townsend Street.
5 The south side alignment seems pretty good.
6 However, this will be in the middle of Mission Bay,
7 which is proposing 3,000 housing units. And with
8 that as a criteria, you can't have a surface train
9 running that amount of people who will be
10 crossing -- Townsend Street will be their main
11 street, and it's a very dangerous situation.

12 I realize \$150 million extra is a lot
13 of money, but we're talking about a project that
14 will last us for another 100, 200 years or whatever.
15 So that is a cost I think we have to bear.

16 This part of San Francisco is
17 developing. There is also a ballpark, and you'll
18 have 40,000 people walking around this area, and you
19 really can't have a train.

20 The gentleman just mentioned about 16th
21 and Owens being under a freeway might present a
22 problem. There is also an area at Cesar Chavez and
23 23rd Street that you might look into. This is a
24 Muni -- Muni has an area there that they were
25 thinking of putting their train. They changed their
26 mind, but that might be an option. It's right along

1 the train track. The CalTrain area.

2 Also, there are no parking areas for
3 the San Franciscans. There are -- there is parking
4 on the Peninsula, and I think some people, more
5 people would use the train if there was parking
6 available.

7 And as far as funding is concerned, I
8 think these extra costs might be paid for when the
9 high speed rail bonds are -- as part of this, since
10 that will also be part of the use, is the high speed
11 rail, that some of that money from that bond
12 measure, which is about \$5 or \$6 billion, whatever's
13 being proposed, some of that money could be used for
14 this project also. Thank you.

15 JUDGE JUDSON: Thank you, sir.

16 Before we get to the next speaker, let
17 me indicate that the three speakers after that are
18 David Carcia, David Ransom, and Jerry Grace.
19 Mr. Radulovich.

20 MR. RADULOVICH: Thank you.

21 JUDGE JUDSON: I apologize if I'm
22 mispronouncing your name.

23 MR. RADULOVICH: That's all right. I'm
24 Tom Radulovich. I'm a BART director representing
25 BART of San Francisco.

26 But before I start, I'd also like to

1 acknowledge Wilfred Ussery who served on the BART
2 board for 18 years who just retired. He's also here
3 tonight.

4 (Applause)

5 MR. RADULOVICH: And first I'd like to
6 speak to specifics of this project, which I think is
7 an excellent project. I've been a transit advocate
8 as long as I lived here in the city, and was a
9 transit advocate before that when I lived in the
10 East Bay.

11 This, I think, is the most important
12 project we have going, that we're looking at in the
13 Bay Area. And I don't think anyone should apologize
14 for it. I think it's wonderful.

15 But, first of all, just to address your
16 little, your five points here. For the Townsend
17 Street alignment, the south side alignment, if you
18 modified, I think, it would work great. A
19 modification being where you start curving after --
20 you're coming up 7th and you start curving over to
21 Townsend Street, that's where the train should be
22 going down. And then you bring the train below
23 grade, so you can have grade crossings at 6th and
24 5th, but not underground. It's just in a retained
25 cut. That way you can move your station closer to
26 4th Street, which is, I think, ideal considering

1 that 3rd Street light rail is there, and that's
2 where the ballpark is going to go. So it's sort of
3 a nice compromise, I think, between B and C.

4 The Mined Tunnel alignment, I have no
5 opinion.

6 The combined bus and rail terminal of
7 the Transbay Terminal site, I think, is incredibly
8 important. There's a nice synergy there of
9 transportation. You can create sort of two half
10 abandoned terminals: One terminal which really
11 zings, which really thrives, and there's great
12 opportunities there for joint development, doing
13 this kind of shopping or some sort of thing.

14 It also brings the buses closer to both
15 CalTrain and to Market Street. As somebody who used
16 the Transbay Terminal for many years as a reverse
17 commuter to the East Bay, I can tell you, you know,
18 you're going to cause people to walk -- at this
19 point they're saying Howard. I mean, by the time
20 this is all done, it will probably be down Townsend
21 Street.

22 Let's see, on the storage yard, I don't
23 really have an opinion. I kind of like the south of
24 the channel, but there's -- I don't know.

25 And the fifth is just go electric. I
26 think what we really need to do is take -- you're

1 going to have to make a big leap with CalTrain.
2 Again, you're going to have to have some vision.
3 You're going to have to say, "We want to have
4 electric trains."

5 I think you should look at low floor
6 cars when you look at your next round of cars, and
7 really do something that's going to be a
8 technological leap instead of these little half
9 steps.

10 And, secondly, I just want to talk
11 about the project in general. I think this project
12 is so important because it links the downtowns of
13 the two biggest cities in the Bay Area, San Jose and
14 San Francisco, and it provides a terminus for high
15 speed rail in San Francisco.

16 It's going to link Brisbane's Old
17 Southern Pacific rail yard -- I think it's like 550
18 acres right now unbuilt -- the Bayview District,
19 Candlestick, Mission Bay -- another huge unbuilt
20 site -- Multi-Media Gulch, and downtown San
21 Francisco.

22 These sites represent the only real
23 opportunities for growth that your crowded city has.
24 If we're going to grow in the future, those are the
25 spots. These are the spaces for new business,
26 emerging businesses, and new housing. We have a

1 \$100 million housing bond. Those houses are looking
2 for a place to land, and if we could put them around
3 transit stations in the east side of the city, that
4 would be wonderful.

5 Not modernizing this line forces us
6 into a really bad dilemma here, which is choosing
7 between growth and our quality of life in San
8 Francisco's east side.

9 This extension allows us to have both.
10 By bringing the train in and creating that high
11 capacity line, we can have growth, it doesn't
12 compromise our quality of life, and do all the
13 things we need to do. Which, I think, suggests
14 methods for financing.

15 The first would be redevelopment. You
16 could sort of bank off the difference in what a
17 developer could build if there was no train versus
18 what the developer could build if there was a train.
19 So that developer -- that's going to be really
20 valuable in terms of getting that development going.

21 The other idea, just an idea, you could
22 remove Highway 280, you just get rid of the whole
23 thing, the entire section from 101 north because we
24 won't need it. Everyone's going to take transit.
25 And you can sell off that right-of-way and do all
26 kinds of great joint development.

1 I think this extension also makes
2 BART's airport extension work better if we could get
3 the inter-modal station, right?

4 Faster more frequent CalTrains are
5 going to make life easier for reverse commuters. An
6 increasing number of people -- and I found this on
7 the central freeway task force -- are living in the
8 city and going south. And this gets us sort of up
9 and running on that.

10 San Franciscans headed south -- okay.
11 I said that.

12 And it mitigates the impacts on the
13 BART end of the commute by providing a transit
14 option on the southern end. People in Millbrae are
15 completely freaked out because we have a 3,000 car
16 parking garage there. If we could bring people to
17 and from whatever BART's end line station is on a
18 train system which is really efficient, then we
19 don't really burden that end of the line community
20 with that station.

21 In summation I'd like to say, for a
22 transit city, my own city, San Francisco's been much
23 too timid about public transit. The need for the
24 CalTrain extension to downtown has been evident as
25 long as there's been a CalTrain. It's now time to
26 fish or cut bait. If we're going to get out of our

1 transportation mess, there's no time for half
2 measures. Just build this thing.

3 The thing I've learned at BART, if
4 nothing else, is even when we have a mediocre
5 project, we're really enthusiastic about it, we're
6 really gung ho about it. We push it. We say, "This
7 is the most important thing. The world will end if
8 we don't have it." And I would just say stop
9 apologizing for your project. If it's important,
10 pick the best alignment, you know, go for the gold
11 and we'll find the money. Thanks.

12 (Applause)

13 JUDGE JUDSON: Thank you, sir. We're
14 going to take a brief recess at the moment.

15 I have 8:25. Let's be back at 8:35.

16 I have three more, but I don't know if
17 anybody left cards at the table. We're off the
18 record.

19 (Recess, 8:25 p.m. through 8:35 p.m.)

20 MR. CARCIA: My name is David Carcia,
21 C-a-r-c-i-a. I live at 674 Greenwich Street, San
22 Francisco, California 94133.

23 I'm here to support the extension to
24 CalTrain into downtown, the infrastructure of other
25 Bay Area transit systems at or near the Transbay
26 Terminal. I think this is a logical choice.

1 Extending CalTrain to the Transbay Terminal also
2 allows for future connections when we have light
3 rail across the Bay Bridge.

4 In terms of the options, the Townsend
5 alignment, I'd say, should be the center or the
6 south side. The subway is way too expensive. And
7 if we go with the south side or center, it leaves us
8 with a station that connects with the Muni's light
9 rail extension, which is complete, or nearly
10 complete.

11 Tunnel alignment, I have no idea. It's
12 way too technical for me.

13 Transbay Terminal mitigation measure
14 number B seems the best to me because we have a
15 nonstop access from the Bay Bridge buses into the
16 terminal or light rail from the Bay Bridge into the
17 terminal.

18 Thank you.

19 JUDGE JUDSON: Thank you, sir. David
20 Ransom.

21 MR. RANSOM. The name is David Ransom.
22 I live at 237 Downey Street in San Francisco, 94117.
23 And I'm an irregular rider of CalTrain and a regular
24 bicycle commuter here in the city. And I want to
25 commend CalTrain for making bicycles a very feasible
26 part of that system now. It's marvelous. And I

1 also want to congratulate BART for coming around on
2 that too.

3 Beyond that I want to say sure, build
4 the train right into the heart of the city; it makes
5 sense. Better late than never. But I want to speak
6 specifically about the station that's being proposed
7 for 6th Street on the back side of the railroad
8 tracks. If they have the storage there where
9 they're storing trains away from the Muni light
10 rail, back two more blocks from where anybody wants
11 to go in that area, it's a little detailed. I don't
12 know if people are picking up on it.

13 But if you look at the Townsend Street
14 alignment, the streets don't look like that down
15 there. That map doesn't show what's going on there
16 now. The slide we saw up here of the overview, the
17 aerial view of that area showed the old 280 concrete
18 slab that's long gone now. There's a new ramp up
19 onto the freeway. There's a new little neat
20 intersection that goes nowhere in the middle of
21 those ramps that backs up against these rail tracks.

22 The streets that are coming there, it
23 seems to me, disconnected from this project. That
24 area is changing tremendously. There's going to be
25 massive freeway traffic going along that Embarcadero
26 and King stretch. And if you create a station that

1 you have to cross this street or that street, there
2 will be massive traffic jams -- that traffic that's
3 going by, it will be very unpleasant for pedestrians
4 to get off at that station, go walking around the
5 rail yards to get back over to the Muni trolley --
6 it's going to be a 10-minute walk to do that. The
7 station ought to be between 3rd and 4th. Basically
8 back where the original 3rd Street station was,
9 but --

10 So it's closer to the ballpark, closer
11 to the Muni light rail. And if you just added the
12 40,000, I think you quoted, it would take to put an
13 underground station, it would be a much more
14 logical, efficient station because 3rd Street and
15 4th Street are also the corridors for transit.

16 And not just getting back into the
17 city, if now people are taking the train all the
18 way, but the people who are going to be getting off
19 this train in the future to go to UCSF, they're going
20 to be going to Mission Bay, and they're going to be
21 riding a bus, they're not necessarily going to be
22 walking.

23 They're going to be riding a bus down
24 4th, back up 3rd. So if you have a station between
25 3rd and 4th, even if it has to be underground
26 because you're underground by then, it's going to be

1 used, it's going to be attractive to people on the
2 Peninsula.

3 But if you stick it back two more
4 blocks -- and if you go walk around that area you
5 would know what I mean -- it's going to be
6 perceptually a monstrous distance away rather than
7 convenient and practical.

8 So spend the \$40 million, build an
9 underground station -- if you look at Muni, which
10 has more, far more transit than anybody in this
11 area, the Muni Metro stations all integrate totally
12 into the neighborhoods. Or Muni comes out on ground
13 and operates as a nice pleasant little streetcar.
14 People just flow right into these trains very
15 naturally. They're not walking, like you would in
16 San Jose, over the overpass to freeways and miles to
17 the station from the nearest housing or shopping.
18 There's no sense building this thing if it's there.

19 CalTrain, of course, does a good job at
20 Bay Meadows and some of the towns, Burlingame,
21 because it is sitting right there, and the stations
22 are right there in the communities. It is wonderful
23 that way. It's much better than BART that way. You
24 get on the outer lines -- the BART station's
25 disconnected, for the most part, when you get
26 farther out from where people really want to be.

1 And don't make that mistake with this station.

2 If this is something that, I think,
3 just will be forgotten and you'll just make a
4 decision on the Townsend Street line and not realize
5 until you get out there and walk around and realize
6 where that station is. It's crazy.

7 JUDGE JUDSON: Thank you, sir.

8 Jerry Garcia. (Laughter) Oh, I'm
9 sorry. Jerry Grace. I beg your pardon.

10 MR. GRACE: I ought to kill you.
11 That's a joke. I feel good tonight. My name is
12 Jerry. Man, I can't even talk. My name is Jerry
13 Grace, and I travel all over the Bay Area.

14 I live at 4511 M-a-t-t-i-s Court,
15 Oakland, California.

16 And I seen you two once before. Maybe
17 you don't remember, but I saw you over at the BART
18 station. And last time I was here -- and I just
19 thought about it last time we was meet. And I just
20 thought about it, and I said wow, I think this is
21 would be a better idea because BART will go to SFO,
22 and if the BART go on SFO, yeah, I go for it. And
23 if this train is going for that, that's fine too.

24 But my question is: Do you ask AC
25 Transit about this? Is AC Transit wonder about
26 this? AC Transit know about this? Do you at any

1 time see them or talk to them or have a meeting with
2 them about this?

3 I just found out that that's one night
4 you go two weeks last week what do you mean about
5 Bay Bridge, there will finish up the Bay Bridge and
6 make a new bridge. [phonetic]

7 And at CalTrain we're working on that.
8 That's the last meeting I went to. I'm going back
9 over there again.

10 And that's a good idea, what you guys
11 have planned. I love that idea. If this go, I be
12 surprised. But if you talk to AC Transit and say
13 okay to them, okay.

14 And how about the Golden Gate bus?
15 Have you talked to them yet? Tell them what is
16 happening? Maybe they didn't know what the heck
17 happening.

18 Say wow, where the bus have to go?
19 Where all the bus meet, and everybody will go?
20 That's what I think about that too. Last time we
21 talked about it, I have that on my mind, just came
22 back to me you show this film. That's a great idea
23 you have here. But I know the Transbay there a long
24 time. I know the 1989 earthquake hit it. And I
25 like this idea.

26 If this is a go -- you talk to AC

1 Transit and Golden Gate and all the buses together,
2 if you fix that place up, the whole party people be
3 happy on the buses and everything else.

4 But one thing don't forget, what will
5 happen, San Francisco or not -- I know they will,
6 but I'm hoping, and I wish they have a baseball
7 Giants here downtown, I want to have it here. You
8 do that, I will be surprised, and I will be happy
9 for that.

10 But what would happen if San Francisco
11 did not want a baseball park? Uh-oh, we in trouble,
12 and you guys are in trouble. What will happen in
13 June if San Francisco people will vote and say no,
14 we don't want San Francisco be here? [phonetic]
15 What will happen? We never think about that part
16 yet.

17 But you haven't talk about that part
18 yet. What will happen in June if San Francisco
19 wants the Giants to be here? And what will happen
20 if the San Francisco Giants leave town and never
21 come back this way?

22 I know everybody love the Giants. I
23 know people who go to the games. Nobody go to the
24 games, but I know people want the Giants here. I
25 know people want to be here and everything else.

26 I wonder my time is up yet?

1 THE TIMEKEEPER: Not yet.

2 JUDGE JUDSON: I'll let you know.

3 MR. GRACE: And everything else is
4 super fine, but you have to remember that baseball
5 park. I know the Giants will want to be here. And
6 if they do that, everything will come more closer
7 together, more to downtown, get the people out from
8 the car, get in the bus route, and on the bus, and
9 get people off the Bay Bridge, get people off 101,
10 280, and -- I just heard this on the radio just now,
11 KCBS. More traffic on the freeway, more traffic is
12 happening every day.

13 And I know all of us are sick and tired
14 of this mess. I know we are all sick and tired of
15 101, Bay Bridge, Golden Gate. More and more of this
16 stuff is happening, and more stuff is going down and
17 the one or two is going to worse and worse and
18 worse. [phonetic] And more accident, more highway
19 patrol will be out there, more police will be out
20 there.

21 And now I heard brand new Bay Bridge
22 will have a bike. That's a good idea. I don't know
23 if you guys heard about it or not, but they will
24 have it down here. And maybe you guys will come to
25 CalTrain and talk to them about what you guys have
26 planned. And maybe the Bay Bridge will like the

1 idea, and you guys want to work it together. That's
2 my idea. And you think about that.

3 And -- wait. Oh, okay. This is the
4 last part.

5 One, two, and three is fine. I think
6 three and four, go for it. I thinking this would be
7 good. And everything will be turned closer to the
8 BART station and everything else. That would be
9 great. Thank you.

10 JUDGE JUDSON: Thank you, Mr. Grace.

11 The next three speakers are Kenneth
12 Scheidig, Wilfred T. Ussery, and David Pilpel.

13 Mr. Scheidig.

14 MR. SCHEIDIG: Thank you. My name is
15 Kenneth Scheidig. That's spelled S-c-h-e-i-d-i-g.
16 I am general counsel for AC Transit.

17 So AC Transit does know about this
18 project, sir.

19 I'd like to do a little bit of history,
20 if I might. May 9th, 1997 will mark the 60th
21 anniversary that buses from the East Bay have been
22 traveling across the Bay Bridge to the Transbay
23 Terminal. Our predecessor, the Key System, began
24 the system and had the bus run from Richmond
25 starting May 9th, 1936. And AC Transit has been
26 running buses through the Transbay Terminal since

1 1960.

2 And the original train that went to the
3 Transbay Terminal, of course, was from the Key
4 System, the predecessor to AC Transit. So AC
5 Transit has a long history of experience going into
6 the Transbay Terminal.

7 And the Transbay Terminal was built as
8 part of the Bay Bridge project back in the 1930s.
9 So there is a connection between the Bay Bridge and
10 the Transbay Terminal.

11 The property is owned by the State of
12 California. And to the best of my knowledge, no one
13 has declared the property surplus, and there is a
14 resolution that's been adopted by the California
15 Transportation Commission that says that before
16 anyone can take that property, it has to be coded
17 [phonetic] surplus. And they have to pay, if it's
18 going to be used for public purposes, fair market
19 value for all the property that they're going to use
20 at the Transbay Terminal, and they must use it for a
21 public purpose.

22 Now, I do not know to what extent, and
23 our calculations don't show that that has been taken
24 into consideration by anyone in the discussion of
25 the replacement of the Transbay Terminal.

26 There has been a study by the State

1 Architectural Office that indicates that the
2 Transbay Terminal is not in threat of falling down.
3 It survived the Loma Prieta earthquake. It does
4 need some retrofitting to meet earthquake standards.
5 It also needs to be retrofitted to meet ADA
6 standards. So it is not going to fall down
7 tomorrow. No question about that.

8 AC Transit parks 80 buses on the bus
9 ramps that lead into the Transbay Terminal on a
10 daily basis when we do not have school services.
11 When we do have school service, we park 40 buses on
12 those ramps.

13 So there is a very strong need for the
14 Transbay Terminal to exist somewhere in the downtown
15 area. It is the position of AC Transit's board of
16 directors that the Transbay Terminal should stay
17 where it's at, and we should continue to use that
18 location.

19 Whether the building stays is another
20 question. We can understand that. But the site,
21 the study in 1935 determined that to be the best
22 site in downtown San Francisco. Even though the
23 Howard, Main, and Beale site, or its equivalent, was
24 studied, it was rejected in 1935 by the analysis
25 done by the state to determine the location of the
26 Transbay Terminal.

1 So there is good reason why that
2 terminal should remain where it is, and it's not
3 going to fall down tomorrow.

4 We have concerns about the fact that
5 30,000 people a day use the Transbay Terminal.
6 About a third of them come over on AC Transit buses.
7 The extension to BART, which is going to cost \$1.2
8 billion by the year 2010, according to the EIR, will
9 have 30,000 people using that facility. We have
10 30,000 people using the Transbay Terminal right now.
11 It is a major transportation facility in the City
12 and County of San Francisco.

13 The EIS has been prepared by CalTrain
14 to justify the location of CalTrain somewhere in
15 downtown San Francisco, and we appreciate that fact.
16 However, AC Transit is concerned about the fact that
17 the discussion of EIS/EIR deals with CalTrain. It
18 is to say, charitably, short shrift is given to any
19 impacts upon the bus system. In fact, there's
20 almost just one paragraph that says, "You can locate
21 the buses somewhere else. That's the mitigation
22 measure."

23 We have concerns about the legal
24 adequacy of the EIS/EIR, and its discussion of the
25 mitigation measures if we are not allowed to remain
26 at the Transbay Terminal.

1 The alternatives that have been
2 discussed in the EIS/EIR with respect to some other
3 location for the Transbay Terminal are not
4 consistent with the discussions that have occurred
5 in the City and County of San Francisco before the
6 Planning Commission and before the Redevelopment
7 Agency. You're talking, as someone else said here,
8 apples and they're talking oranges.

9 So this document does not in any way
10 reflect nor can be used, in our opinion, by the City
11 and County of San Francisco to justify any action
12 they're taking right now.

13 But we are more concerned about the
14 facts, since it's your EIS/EIR we're commenting on,
15 that you do not have an adequate document because
16 you do not address the environmental consequences of
17 AC Transit and the other users of the Transbay
18 Terminal having to be relocated somewhere else if
19 they can no longer remain at the Transbay Terminal.

20 It also does not discuss, if we were to
21 remain at the Transbay Terminal but be located
22 somewhere else during the interim construction
23 period, the environmental consequences associated
24 with that.

25 And because this is an EIS, you have to
26 address the social and economic impacts of that

1 project upon AC Transit, its riders, we could
2 contend, and any other user of the Transbay
3 Terminal. So you have the requirements of EIS,
4 which are broader than those of the EIR.

5 But in either case, we have concerns
6 about the adequacy of this document.

7 We will detail for you a written
8 comment, in which we would go into further
9 discussion about the inadequacies that we see in the
10 existing document.

11 I think I'd like to finally end on this
12 note: BART is at capacity, or at almost capacity --
13 if it's not already at capacity -- in getting to
14 Transbay, or across the bay.

15 I know people who presently work for
16 the City and County of San Francisco who live in
17 Lafayette who used to get the Lafayette BART train
18 but now travel reverse commute to Concord in order
19 to get a seat on the Concord train because it's full
20 by the time it hits Lafayette. So in attempting to
21 knock down air pollution, we're forcing people to go
22 in an opposite direction in order to get a seat on a
23 train.

24 If you don't have a seat on the train,
25 then the gentleman who made a comment earlier about
26 the demise of AC Transit sort of like a Noel

1 Coward [phonetic] was -- it wasn't you, it was some
2 other gentleman -- was slightly exaggerated.

3 We see that with the opening of the Bay
4 Point station for BART, the opening of the
5 Pleasanton station for BART, the fact people will
6 not be able to get seats on the BART trains, that
7 there is going to be the potential for an increased
8 use of Transbay service by AC Transit. You also
9 have the fact that the Bay Bridge is at capacity.

10 JUDGE JUDSON: I'm going to have to ask
11 you to wind up your comments, sir.

12 MR. SCHEIDIG: Oh, I am there. Sorry
13 about that. I will wind up my comments.

14 So there is a great need for bus
15 service across the Bay Bridge to San Francisco, and
16 there is a great need for having the Transbay
17 Terminal at its present location.

18 JUDGE JUDSON: Thank you, sir.

19 Mr. Ussery.

20 MR. USSERY: My name is Will Ussery,
21 and I've lived in the city since 1961 and consider
22 myself a real San Franciscan although I grew up in
23 the East Bay.

24 And as Tom said, I served 18 years on
25 the board as an elected representative really
26 representing this part of the city. And during that

1 period of time, I had more than an adequate
2 opportunity to think about inner-modality, how you
3 hook various systems up for improved transit in the
4 Bay Area.

5 One of the things that has really
6 unnerved me over the years is to what extent we are
7 all handicapped by the alternatives analysis process
8 that is imposed upon us by funding procedures.

9 Frequently it forces us into ignoring
10 or not being able to get to the notion of what
11 really is the best way to do this, because the short
12 term parameters, economically, that one has to
13 address really just does not permit you, in many
14 cases, to look at how it should really happen.

15 That's what I want to speak to in terms
16 of what I think ought to be considered in dealing
17 with not only the commuter rail problem in downtown
18 San Francisco but which anticipates other modes of
19 transit that the city ought to be thinking about
20 right now.

21 I'm frankly speaking about the fact
22 that the inner-city commissioner for the state has
23 already indicated that they -- well, they've
24 selected San Francisco as the location for ending or
25 at least one of the stops from Los Angeles -- they
26 still want to go to Sacramento.

1 But I think San Francisco is better
2 served if we step back from the planning process
3 long enough to put the commuter CalTrain extension
4 into downtown San Francisco within the context of
5 future modes that can and ought to come into
6 downtown San Francisco.

7 I think if we do it the other way, all
8 we're going to do is piecemeal the problem and
9 continue a historic problem for the city.

10 San Francisco, during the passenger
11 rail era of this century, was never, ever connected
12 with passenger rail. Oakland is largely what it is
13 because it served as the end of the intercontinental
14 rail system in this country. You couldn't get a
15 train to come into San Francisco.

16 I had an uncle who worked for SP for 25
17 years. They would take off from Oakland and go
18 anywhere in the country, but you could not come to
19 San Francisco.

20 If we're not careful, we're going to
21 create economic restraints on the other two modes,
22 high speed rail and magnetic levitated, and, at some
23 point, hypersonic transit across the Pacific coming
24 into downtown San Francisco.

25 And I think it's possible to avoid the
26 kinds of piecemeal, narrow frames of reference that

1 one is forced into by the funding process and the
2 planning process that we have to adhere to to deal
3 with these kinds of issues.

4 I think the optimum location for
5 terminals in San Francisco is below the Market
6 Street structure. You go from Townsend Street where
7 you are now or up 7th Street and turn onto Market
8 and go into a structure below the Market, or rather
9 the BART/Muni Metro structure, built in such a
10 manner that you can expand south to Howard Street so
11 that it has an interface with Powell Street,
12 Montgomery, and the Embarcadero stations.

13 Of course it costs more money. But
14 you're talking about an infrastructure that's going
15 to last 500 years in the city. And that ought to be
16 addressing the question of how this city links
17 itself with major modes of passenger transit that
18 are evolving in the 21st century.

19 And if that is ignored by letting the
20 current commuter rail problem wag the tail of that
21 kind of planning process I think is very, very
22 unfortunate.

23 And I'll simply conclude by making the
24 point that I made at first. I think we're better
25 served if we step back far enough to understand how
26 we accommodate the next mode, which is high speed

1 rail, and, of course, Highway 5 is going to be used
2 for magnetic levitated transit between Los Angeles
3 and -- that's 300-mile-an-hour technology. And that
4 can happen, and it will happen in the future.

5 Because between San Diego and Seattle,
6 Highway 5 is the most ideal strip in this country
7 for that kind of transit, and it's going to take
8 place at some point. The question is how are you
9 coming to San Francisco. What I'm suggesting is
10 that the station for that ought to be anticipated
11 relative to the planning that's going on now. Thank
12 you very much.

13 JUDGE JUDSON: Thank you, sir.

14 David Pilpel.

15 MR. PILPEL: Good evening. My name is
16 David Pilpel, P-i-l-p-e-l, from San Francisco. I
17 just want to speak very briefly and clearly.

18 With regard to the five decisions, I
19 wanted to support the Townsend south side
20 alternative. It would have been easier, actually,
21 to just list them all A, B, C, D, so we could say
22 1-A, 2-B, 3-C -- ah, next project.

23 Anyway, the Townsend south side
24 alignment with the Radulovich 4th Street station
25 retained cut alternative -- I want to make that
26 clear.

1 Item two, the long radius line tunnel.

2 Item three, the Transbay shorter
3 medium -- actually the combined Transbay Terminal
4 location.

5 The train storage yard at 7th and
6 Townsend.

7 Full electrification.

8 With regard to the project itself, I
9 want to speak strongly in support of going ahead
10 with this project. It's been a long time getting to
11 this point. I don't think we should stop. I think
12 we should go ahead, complete the EIR, and find the
13 funding and do this project.

14 As was stated earlier, most eloquently
15 by Tom Radulovich, I think this is the most
16 important transit project in the region and has
17 potential to dramatically increase CalTrain
18 ridership, give the Peninsula the first-class
19 transit system that it deserves, and really benefit
20 the entire region.

21 With regard to ridership estimates,
22 again, I'd like to echo the remarks of Peninsula
23 Rail 2000 and Vaughn Wolffe from earlier. The
24 ridership counts should be rerun with additional
25 frequency factored in.

26 Also, my understanding is that the

1 ridership numbers were run assuming the BART
2 extension, first SFO but really to Millbrae -- it
3 seems clear to many of us that that project may well
4 die of its own weight. And it would be prudent, I
5 think, to rerun the numbers without the BART
6 extension to SFO and/or Millbrae and see what
7 happens when we increase CalTrain frequency to what
8 it should be, and see what the ridership really
9 shows.

10 And just finally and generally, this
11 project would, both by the extension,
12 electrification, and an increase in frequency, make
13 CalTrain serve the entire Peninsula, as it goes
14 through all the downtown centers up and down the
15 line, and would really assist the whole region in
16 its mobility. So I think we should push ahead, and
17 thank you all very much.

18 JUDGE JUDSON: Thank you very much.

19 Mr. Haas.

20 MR. HAAS: Thank you. I'm Jim Haas. I
21 live at 163 Prospect Avenue in San Francisco, 94110.
22 I am a member of the Transbay area Advisory
23 Committee. I was a member of the advisory committee
24 that preceded it, and I was a member of the
25 committee that FTC [phonetic] put together to deal
26 with extending the CalTrain downtown. So I've been

1 involved with this for God knows how long.

2 And I want to first address the overall
3 question of the location of the terminal on the
4 Transbay site and how that was arrived at. It was a
5 difficult and long, arduous process.

6 And the thing that convinced many of
7 us, including myself and a number of supervisors in
8 San Francisco, was the fact that this station would
9 be connected by an underground corridor into the
10 Muni/BART station. That, I think, is an extremely
11 important factor, and I don't think it's adequately
12 described in the EIR. It needs to be more detailed
13 about a moving sidewalk, the amount of time it would
14 take to get from the station to the Muni/BART
15 station, et cetera.

16 Now, the reason that this is important
17 is, and I think it comes from the straitjacket that
18 the conventional ridership analysis puts people in,
19 is the fact that there are approximately 100,000
20 people who commute every day into San Francisco for
21 jobs. There are also 50,000 San Franciscans who
22 commute out of the city into the Peninsula.

23 This transit system should try to
24 capture as many of those people as possible and make
25 them passengers. Only one third of the people of
26 that 100,000 work in the historic downtown. The

1 conventional notion of the stockbroker living in
2 Atherton riding the train and then going to
3 Montgomery Street is not typical.

4 There are two thirds of the people who
5 commute into San Francisco who need to go somewhere
6 else. And the reason why -- if we're going to get
7 them to ride on the train, we need to connect them
8 to Muni/BART so they'll have service to get to Union
9 Square or out to Mount Parnassus Heights or any
10 number of places. And that corridor is extremely
11 important.

12 If we're also going to capture a number
13 of people who commute south, we need to connect them
14 into the transit system and the city so they can
15 take the Geary -- they can take the metro system and
16 then come to the station.

17 That corridor also provides -- and I
18 think -- I would love to say it, and I probably
19 won't be able to, to try to come up with new
20 ridership estimates on how to capture that potential
21 of 150,000 people.

22 That corridor is also, I think,
23 extremely important in dealing with the question of
24 connectivity. Because if the train station is
25 built, then it needs to be built, and then you will
26 have the bus station across the street connected to

1 it underground. There would be escalators that
2 would connect the Main and Beale Street bus station
3 into the corridor that would allow people from
4 taking the bus to get right into the train station
5 at the mezzanine level of the train station and to
6 take the moving sidewalk to the Muni/BART station.
7 That is the kind of connectivity that makes sense to
8 me.

9 Putting the bus station on top of the
10 train station does not make much sense to me because
11 it doesn't include the corridor. And that
12 underground passageway, I think, is the be all and
13 end all in making all of this work. As I said, I
14 don't think it's adequately described, and the
15 consequences, in this EIR.

16 That's the main point I wanted to make,
17 and I thank you.

18 JUDGE JUDSON: Thank you very much.
19 Those are all the comment cards I have. Is there
20 anyone who submitted a card and whose name I didn't
21 call?

22 (No response)

23 JUDGE JUDSON: Is there anyone who
24 would like to make some comments at this time?

25 (No response)

26 JUDGE JUDSON: Hearing none then, I

1 want to indicate to you that when the final EIR
2 report is completed, copies will be made available
3 at all main libraries and planning departments from
4 San Francisco down the Peninsula to Morgan Hill
5 where it can be reviewed.

6 There will also be a copy at the
7 SamTrans headquarters, 1250 San Carlos Avenue, San
8 Carlos, and at the MTC ABAG Library at 101 8th
9 Street in Oakland.

10 And if that's not enough, if you want
11 your personal copy, call 1-800-818-TRAK. And I'm
12 told one will be sent at your request free.

13 On behalf of the board, I want to thank
14 you for appearing here tonight, contributing your
15 comments, and providing input.

16 Andy told me that if any of you have
17 any questions that have arisen since the break,
18 he'll be happy to answer them for you.

19 There will be another hearing such as
20 this at San Carlos tomorrow evening starting at 5:30
21 and then 6:30. Drive safely. We're off the record.

22 (Proceedings adjourned 8:54 p.m.)
23
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CERTIFICATION

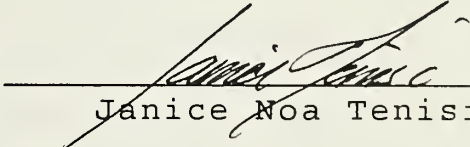
I, JANICE NOA TENISI, CSR 10561 HEREBY CERTIFY:

That I am a Certified Shorthand Reporter for the
State of California.

That said public hearing was taken at the time
and place herein set forth and was taken down by me
in stenotype and thereafter transcribed into
typewriting through computer-assisted transcription
under my direction, and that the public hearing is a
true record of the entire proceeding.

I FURTHER CERTIFY that I am neither counsel for
nor related in any way to any party to said action,
nor otherwise interested in the result or outcome
thereof.

IN WITNESS THEREOF I have hereunto subscribed
my name this 29th day of April, 1997.



Janice Noa Tenisi

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ON THE RIGHT TRACK

CALTRAIN SAN FRANCISCO DOWNTOWN EXTENSION PROJECT

PUBLIC HEARING TAKEN APRIL 17, 1997
BEFORE HONORABLE STEWART JUDSON

SAMTRANS HEADQUARTERS
1250 SAN CARLOS AVENUE
SAN CARLOS, CALIFORNIA 94070

PANEL: ANDY NASH, PROJECT MANAGER
 MARIE PANG, ENVIRONMENTAL MANAGER

TRANSCRIBED BY: JANICE TENISI, CSR NO. 10561

PAM SAMBUCK & ASSOCIATES
617 Veterans Boulevard, Suite 215
Redwood City, California 94063
(415) 367-8824

1 P R O C E E D I N G S

2 April 17, 1997

6:30 p.m.

3 JUDGE JUDSON: We're going to get
4 underway with the public portion of this program.
5 Mr. Nash, when he takes his seat, can introduce
6 everybody and tell you exactly what is going to
7 transpire this evening.

8 MR. NASH: Thank you, Judge Judson.
9 And I wanted to just introduce the people sitting up
10 here today. To my left is Marie Pang, the
11 environmental manager for the CalTrain downtown
12 expansion project. I'm the project manager for the
13 study. Judge Judson is presiding over today's
14 hearing, and he'll be saying a few words about that
15 in a minute or two.

16 I wanted to welcome everyone here
17 today. This is the second public hearing we're
18 having on the downtown Draft Environmental Impact
19 Report. We had our first hearing last night in San
20 Francisco. It was well attended, and we had a lot
21 of comments from the public.

22 You're able to continue to comment on
23 the Draft Environmental Impact Report until May 12th
24 when we close our comments. If you'd like a copy of
25 the draft, we've got copies of the Environmental
26 Impact Report. We have additional copies of our

1 newsletter if you'd like to give them out to people,
2 your friends, or any other groups.

3 With that, the purpose of today's
4 meeting is to hear comments from you on the Draft
5 Environmental Impact Report and to get your comments
6 on the project itself.

7 We're asking people that would like to
8 speak to fill out one of these yellow speaker cards
9 with your name and address and what you'd like to
10 speak on.

11 And Brad Jennings, in the back, has
12 those cards and he'd be happy to bring one to you.
13 If you'd give them to Brad, he will essentially pass
14 them on to Judge Judson who will then call on
15 people.

16 We also have these blue cards. If you
17 would prefer to have a written comment, we'd be
18 happy to get those too.

19 As I said, you can also comment via
20 letter or something until May 12th. And the address
21 for commenting is in the newsletter right up here in
22 the yellow box, and we can give that address out
23 later on.

24 The other handout at the door is a
25 Xeroxed copy of selecting the local preferred
26 alternative decisions. It's a decision checklist,

1 and it talks about the five different decisions that
2 we're going to need to make to determine a locally
3 preferred alternative which we would then take
4 through the final environmental impact process.

5 And behind the decision checklist page,
6 which we'd like you to provide to the staff people
7 at the door when you're leaving, are recommendations
8 on each of the five decisions.

9 Behind that page there's a map that
10 shows the location of the five decisions, and then
11 there's a summary of each of the decisions and some
12 of the aspects, some of the considerations for
13 making those decisions.

14 Essentially the same information that's
15 communicated on the boards there, on the tables over
16 there, as well as I'll talk about them in the
17 presentation I make on the project.

18 As I said, we've got a lot of copies of
19 the newsletter. You're welcome to take those and
20 provide them to whomever you would like.

21 So with that, I'd like to turn it over
22 to Judge Judson.

23 JUDGE JUDSON: Thank you. Let me first
24 explain that I'm not employed by the Joint Powers
25 Board, I did not participate in the preparation of
26 any of the documents up to this point in time, I

1 will not be participating in the preparation of the
2 final document, nor will I be participating in the
3 decision which will select the LPA.

4 My function here is to assure that
5 those who wish to address the record this evening
6 and make comments can do so in an orderly manner.

7 So let me explain the ground rules as
8 to how we're going to proceed. Andy has explained
9 the use of the yellow and blue cards. If you wish
10 to make a comment tonight on the record, please fill
11 out one of these cards, and do so legibly. I think
12 I missed about three or four names last night, and I
13 want to apologize beforehand if I mispronounce any
14 names.

15 These cards will be given to me in the
16 order in which they're received, and I will in turn
17 announce the speakers in that order.

18 As Andy said, if you're unable to
19 complete your comments this evening, that does not
20 mean that you will be prevented from addressing
21 comments to the board. You will have until May
22 12th, 1997 to do so. And you can do so by sending
23 whatever comments you have to Marie L. Pang,
24 CalTrain, P.O. Box 3006, San Carlos, 94070-1306.

25 We're going to give each speaker this
26 evening five minutes. We have a timer. If we call

1 your name, you can talk for as long as you want
2 until he holds up the card.

3 Essentially what we have are three
4 cards. One will indicate when you have three
5 minutes left, one will indicate when you have one
6 minute. And the last card is in red and that says
7 time is up.

8 But don't worry. If you see that card
9 and you still have a few more comments, no one's
10 going to come out and grab you. However, I would
11 appreciate it if you would wind up your remarks
12 within a reasonable period of time. Otherwise, I
13 will have to interrupt you and ask you to yield the
14 floor to the next speaker.

15 Because the board wants to hear from as
16 many people as possible, we're not going to allow
17 anybody to yield their time to another individual.

18 I will be calling you up three at a
19 time. When you hear your name called as a speaker,
20 please come up to the microphone and state your
21 name. We have a reporter who's taking down
22 everything that's said this evening, so when you
23 state your name, please also spell it for her, and
24 state your address and any affiliation that you may
25 have.

26 Please also speak directly into the

1 microphone so that everyone can hear you. Don't
2 wander from the microphone to walk over to any of
3 the displays while you're talking because we're also
4 tape recording you, and we're doing that through the
5 microphones. So if you leave the area, your
6 comments will not be picked up on the tape machine.

7 Depending on the number of speakers, we
8 may be taking a break later in the evening. When we
9 do, I'm sure that if you have to use the rest room,
10 someone will tell you where it is out there. There
11 will be no smoking in the building.

12 And with that I think we'll begin with
13 the speakers -- I beg your pardon. We won't be
14 beginning with the speakers. Andy has a
15 presentation he would like to show to describe the
16 project. And when he's finished, then we'll start
17 with the public presentation.

18 Andy.

19 MR. NASH: I have a slide presentation
20 that summarizes the process so far and the decisions
21 that need to be made in the study.

22 The presentation tonight will include
23 five parts. A brief introduction to CalTrain -- I
24 know most of the people in this room know about
25 CalTrain, but not everybody does. The history of
26 where we are in the study, how we've gotten where we

1 are today, and then the two key questions we need to
2 answer. The first being selecting a locally
3 preferred alternative we would take through the
4 environmental process, and the second being
5 developing an implementation plan for the project.

6 The most important part of that
7 question is: Do we continue to study the downtown
8 extension project, or do we say that the cost of the
9 project is too high and we need to move on and look
10 at other alternatives and other options.

11 And then, finally, the fifth part of
12 the presentation will just be a brief kind of
13 discussion of what a unique opportunity this is for
14 the Bay Area and for CalTrain to develop a
15 multi-modal transportation center in downtown San
16 Francisco.

17 Our system currently runs from Gilroy
18 in the south up to San Francisco. Most of our
19 trains go between San Jose and San Francisco. We
20 currently run 60 trains a day. We'll be increasing
21 that to 66 trains a day in July.

22 This is our San Jose station, right
23 across from the arena, a multi-modal transit center
24 with Valley Transportation Authority buses.

25 This is San Francisco.

26 We've been around on the Peninsula for

1 well over 100 years. Long enough really for towns
2 to grow up around our stations, so we're able to do
3 something that many transit systems are trying to do
4 today, and that is link transportation with land use
5 and livable cities.

6 Again, this is our Burlingame station.

7 This is the problem we're trying to
8 address: Traffic congestion on 101 and around the
9 Bay Area. Interestingly, traffic on 101, probably
10 most people know, is really congested in both
11 directions for several hours in the morning and
12 several hours in the evening and even in the middle
13 of the day.

14 We're trying to get CalTrain to
15 downtown San Francisco, to Market Street, to really
16 the heart of the transit center of the whole bay
17 region.

18 Currently our trains stop at 4th and
19 Townsend. We want to build a subway, underground
20 extension, to an underground train station in the
21 Transbay Terminal area in San Francisco, basically
22 where all these high rise buildings are -- at least
23 within walking distance.

24 So the study to date. We started the
25 study about two years ago with three different
26 alternatives. These alternatives were developed as

1 part of the Joint Powers Board MTC study that looked
2 at a whole series of studies and different options
3 for taking CalTrain downtown.

4 The three alternatives we started with
5 were the No Build Alternative, the Locally Preferred
6 Alternative at that time, which was the Market and
7 Beale Street alternative, and the Transbay Terminal
8 Alternative.

9 The yellow site is the Market/Beale
10 Street Alternative. The red site is the Transbay
11 Terminal Alternative. This is the existing station
12 at 4th and Townsend. This is Market Street. The
13 Muni Metro/BART station. Embarcadero is here.

14 This is the site for the Market and
15 Beale Street Alternative. This is the site of
16 Transbay Terminal.

17 We really emphasize, try to emphasize
18 public participation in this project. We try to ask
19 the public about what they think of each different
20 phase in our project. Based on our initial set of
21 public meetings, we made four changes to the project
22 in July of 1995. And they were eliminating Brannan
23 Street as an alternative alignment, looking at a
24 longer subway, and adding a new Transbay Terminal to
25 the alternative mix as well as a longer tunnel
26 alignment to the Transbay Terminal.

1 The public asked us to study these
2 things, so we took them up on it and added them to
3 the project.

4 In October of '95 we did something
5 which we think is very unique. We developed a
6 design option screening report process. In that we
7 identified eight key questions we needed to answer
8 in order to take a project through the environmental
9 and engineering process. And we provided the public
10 and decision makers with a lot of information on
11 those eight different decisions and asked them to
12 tell us what they thought we should do.

13 In January of '96, the Joint Powers
14 Board made the recommendation or decided on each of
15 those eight decisions and, using the input from the
16 public and decision makers, basically refined the
17 project to the alternative that we looked at in the
18 draft environmental impact process.

19 We made several key decisions at that
20 point. The most important of which was dropping the
21 Market and Beale Street alternative because it was
22 infeasible technically, and it was opposed by
23 members of the public that lived in the South Beach
24 area, especially because of the construction impacts
25 on their neighborhood.

26 We made several other decisions based

1 on, and refinements to the project, based pretty
2 directly on public comment.

3 In March '96 the City of San Francisco
4 acted. They supported us on the decisions we made
5 in January, and they asked us to include an analysis
6 of the Transbay Terminal as a mitigation measure for
7 our project.

8 So that brings us to where we are
9 today. Two questions we need to answer. The first
10 being, selecting the locally preferred alternative
11 we would take through the Environmental Impact
12 Report.

13 The five key questions -- we talked
14 about them, and they're displayed on the board and
15 in the newsletter -- and they are developing an
16 alignment down Townsend Street, developing an
17 alignment for the Mined Tunnel segment through South
18 Beach, deciding on a mitigation measure for the
19 Transbay Terminal, defining where we would locate a
20 storage yard for the trains, and determining what
21 type of propulsion to use for CalTrain.

22 So this is the first decision, and that
23 is the Townsend Street Alignment. We have three
24 different alignments we looked at. The first is to
25 have CalTrain in the median of Townsend Street.
26 This is 4th Street, this is 7th Street, this is

1 where our existing terminal is, and our existing
2 yard is in this area.

3 In this case, CalTrain would come up
4 and be on the surface in the median of Townsend
5 Street. So you would have traffic going in this
6 direction on the north and traffic going in this
7 direction on the south. CalTrain would transition
8 to an underground subway between 5th Street and 4th
9 Street and be completely underground at 4th Street
10 and head on to downtown San Francisco.

11 This would be essentially just like the
12 Muni Metro in the sense of having a station and an
13 alignment, a track, in the middle of the street.

14 The second alternative we looked at is
15 to keep CalTrain on the south side of Townsend
16 Street and transition to underground again between
17 5th Street and 4th Street and be completely
18 underground to downtown San Francisco. The benefit
19 of this alternative is it has fewer impacts on
20 traffic and land uses on the north side of Townsend
21 Street.

22 Then the third option we looked at was
23 a long subway. It would begin at 7th Street and
24 Berry Street and go all the way to downtown San
25 Francisco. The problems with this alternative are
26 that costs \$110 million more than the surface

1 alignments, and it does not include a station in
2 Mission Bay to serve Mission Bay and the ball park.

3 You could add a station, but it would
4 cost \$4 million more. So with a station and subway,
5 it would be about \$150 million more than the surface
6 street alignment.

7 The second question you need to answer
8 is an alignment of the Mined Tunnel through South
9 Beach. We heard loud and clear from the South Beach
10 residents that they didn't want cut and cover
11 construction because of the construction impacts,
12 dirt, and noise. So we came up with a technique we
13 think will work very well.

14 What it is is we basically use this
15 machine, and it drills holes ahead of, in the
16 direction of the tunnel and inserts pipes into these
17 holes. Now, the pipes then have holes around them,
18 and we pump concrete into the pipe, the concrete
19 goes through the little holes, and it actually forms
20 arches so we can then excavate underneath. So here
21 are the pipes. This is one of those pipes. And the
22 way it works is you have just a series of these
23 arches, and you just move through the ground that
24 way.

25 This technique was being used in Kobe,
26 Japan when they had the earthquake, and it came

1 through with flying colors. So we're confident it's
2 a safe and efficient tunneling technique to use
3 through that neighborhood.

4 So we have three different alternative
5 alignments that we could use that technique on
6 through South Beach. The short radius tunnel, the
7 medium radius tunnel, and the long radius tunnel.
8 The main difference between these alternatives is
9 the number of buildings that the tunnel goes
10 underneath.

11 The third key question we need to
12 answer is what mitigation measure we will implement
13 for tearing down the Transbay Terminal. Because our
14 alternative requires that the existing Transbay
15 Terminal be torn down so we can build a new train
16 terminal underground at that site, we had to look at
17 mitigation measures for tearing down that building.

18 We looked at four different
19 alternatives. A new bus terminal on the Main/Beale
20 site, which is across the street from the existing
21 station, the existing bus terminal, a new bus
22 terminal above the train terminal at the existing
23 Transbay Terminal site, a surface bus facility at
24 the Main/Beale site, and a surface bus mall at the
25 existing terminal site.

26 This is the new bus terminal building

1 at the Main/Beale site, and it's located here
2 between Howard and Folsom Streets. It's accessed
3 from the Bay Bridge with an exclusive bus ramp into
4 the building.

5 The CalTrain is underground at the
6 Transbay Terminal site in all these alternatives,
7 accessed by a tunnel that runs along Essex Street.

8 There's also a potential underground
9 walkway between the Transbay Terminal site and the
10 CalTrain project, the bus terminal, and the
11 BART/Muni Embarcadero station. And, again, that's
12 in all the alternatives as well.

13 This is the Main/Beale site as it
14 exists today.

15 This is a rendition of what that bus
16 terminal could look like.

17 The train terminal would be located
18 here underground.

19 This is Mission Street.

20 This is a second option, and that is
21 building the bus terminal on top of the train
22 terminal. The bus terminal would be located here.
23 The train terminal underground, walkway to BART, and
24 this is the bus, an exclusive bus ramp into the
25 Transbay Terminal for buses.

26 This is the site.

1 This is what a short version could look
2 like, this being the bus terminal, the train
3 terminal being located in this area, and this is
4 Mission Street.

5 This is the medium version, just a
6 little bit longer.

7 The third option we looked at is
8 building a surface bus facility in the Main/Beale
9 site area where buses would actually access this
10 with a ramp from the Bay Bridge and just essentially
11 it would be a big parking lot for buses with places
12 to get on and off.

13 And then this is the fourth option.
14 Basically it's a bus mall that would be built on top
15 of the CalTrain station at the existing Transbay
16 Terminal site. Buses would reach that with an HOV
17 lane down Fremont Street, turn into the site, drop
18 off and pick up passengers across 1st Street, and
19 then head up an exclusive HOV lane on Essex Street
20 and then back over the bridge.

21 That could look like this.

22 The fourth question we need to answer
23 is where we locate our daytime storage yard. We
24 looked at 16th and Owens Street, and a site at
25 Townsend Street, about 7th Street and Townsend
26 Street.

1 This is our existing yard area. The
2 Townsend Street yard is basically -- it's where we
3 are. We moved back a little bit from 4th Street,
4 but we're in the same basic area.

5 And then the fifth question we need to
6 answer is locomotive propulsion. We looked at
7 dual-mode locomotives, dual-mode power trailers, and
8 full system electrification.

9 The full system electrification is
10 about \$145 million more expensive than the dual-mode
11 locomotives.

12 This is our newsletter. The inside of
13 our newsletter has a summary of the five decisions.

14 And now we get to the second basic key
15 question that we need to answer. And that is, do we
16 go forward with the project, and how do we go
17 forward with it.

18 We looked at three different issues.
19 There will be a finance plan for the project,
20 protecting the right-of-way, and a series of interim
21 CalTrain improvements, things we need to do
22 regardless of whether we build the extension or not.

23 We looked at three different financing
24 scenarios. A short-term scenario, long-term
25 scenario, and a staged scenario. The cost is \$656
26 million. We rounded up on this slide and down in

1 the newsletter.

2 We've shown the project in three
3 different pieces. The extension project itself is
4 about \$526 million. The parking we would build on
5 the Peninsula is about \$36 million. Again, we were
6 showing that separately because we think we need to
7 do that regardless of whether we build the extension
8 or not. And locomotive replacement is about \$95
9 million.

10 Again, in the time frame that we're
11 talking about for building the downtown extension,
12 we need to replace our locomotives anyway, so we
13 show that as a separate cost item, all adding up to
14 this \$657 million. The cost is really about \$526
15 million.

16 We're also showing the cost of the bus
17 terminal here as \$160 million. The City of San
18 Francisco is developing a financial plan for that,
19 so we didn't include that in your financing
20 scenarios.

21 So, the short-term financing scenario
22 would have us begin construction in 1999. And
23 that's about the soonest we could begin given the
24 amount of engineering needed to do the construction.
25 We would be finishing about five years later, and
26 the cost of the project goes up to \$836 million

1 dollars due to inflation. That's the \$656 million
2 inflated to year 2002 dollars.

3 We find we have a shortfall of about
4 \$440 million. So we also looked at a long-term
5 scenario. That has us beginning construction in
6 2005, ending in 2009. The reason we picked 2005 was
7 that's when the federal money that was promised for
8 this project would become available. Under this
9 scenario the cost goes up to \$960 million in 2006
10 dollars. So that's \$656 million inflated. And the
11 shortfall is \$188 million.

12 There's several ways of financing that.
13 One of the ways we looked at in a little more detail
14 is to fund it with the regional gas tax that's being
15 proposed and is currently being considered by the
16 legislature.

17 Funding the \$188 million would cost
18 about 14 percent of the gas tax revenues from San
19 Francisco, Santa Clara, and San Mateo County. So
20 the three counties would have to vote to spend
21 money, spend that 14 percent on this project. But
22 they would still get 86 percent for other projects,
23 so we think it's a viable option.

24 The staged-project scenario we
25 developed because basically we felt that we needed
26 to have a way of protecting the right-of-way,

1 protecting the site of the downtown extension
2 terminal until we could have enough money to build
3 the entire project.

4 So what we said we would do is when
5 they tear down the existing Transbay Terminal, we
6 would just build a shell for the train terminal
7 underground at that site. What that would do is
8 reduce the impacts to the neighborhood and protect
9 the site for us so that we'd be able to go in and
10 dig the tunnel connecting 4th and Townsend at some
11 point in the future when we actually had the money
12 to build it.

13 One of the ideas we had was we could
14 either store buses or park cars in there until such
15 time as we were able to build the tunnel, and we
16 could potentially collect revenues from that
17 parking.

18 The second thing we need to do in terms
19 of implementing this project is protecting the
20 right-of-way. One of the ways of protecting the
21 right-of-way is this shell, this terminal shell we
22 would build in the staged-project scenario.

23 Another thing we need to do is include
24 the extension alignment and terminal in San
25 Francisco's general plan so anybody building a
26 building adjoining the right-of-way or the terminal

1 would have to take into consideration our project
2 coming in the future. So they couldn't build a
3 project that would preclude our ability to build our
4 extension in the future.

5 The third thing we need to do is a
6 whole series of interim improvements to CalTrain.
7 Retrofitting or rebuilding our rail and signaling
8 system, adding train service, and increasing access
9 to stations, including parking, bicycle, and
10 pedestrian.

11 We did a sort of back-of-the-envelope
12 calculation as to what that would be, and we came up
13 with about \$185 million. Most of this or a lot of
14 this or some of this is funded in the regional
15 transportation plan under the capital improvements,
16 capital replacement program.

17 Finally, we sort of want to review what
18 a unique opportunity this is for San Francisco and
19 the region. We're not talking about just extending
20 the rail, we're talking about creating an intermodal
21 transportation system that would include CalTrain,
22 the regional bus center, and an underground walkway
23 linking this new station to BART and Muni Metro.

24 It could look something like this.

25 And, the question really becomes, they
26 link buses and trains in Paris and Europe, they do

1 it in Boston, they even do it in Los Angeles; why is
2 it that we aren't able to do something like this in
3 San Francisco, in the Bay Area?

4 This would be the new downtown
5 extension, the new downtown terminal. We'd have
6 access to BART, to the East Bay, down south, access
7 to Muni, access to Golden Gate Transit, AC Transit.
8 It would be the center of the Bay Area's transit
9 system. We designed this system so it's compatible
10 with high speed rail. Amtrak could use it, and Muni
11 would be operating right nearby.

12 The Golden Gate Transit and AC Transit.
13 We'd have a walkway, an underground walkway
14 connecting to the BART station. So we think it
15 could be a great opportunity for San Francisco and
16 the region.

17 So with that, that is the end of the
18 presentation. We will be happy, if you have
19 specific questions, to answer them. Not now, but
20 after the public hearing, or, if we take a break,
21 during the break.

22 So with that, maybe we could turn up
23 the lights, turn off the slide projector, and begin
24 hearing from you.

25 JUDGE JUDSON: Thank you, Andy. Now we
26 will hear from you. The first three speakers are

1 Mel Perry, William Blackwell, and Star J. Colby.

2 Mr. Perry.

3 MR. PERRY: Mine was just for questions
4 and clarification. That's all.

5 THE COURT: Mr. Perry, if you have some
6 questions, would you come up to the microphone and
7 ask them? And when you're finished asking them,
8 Mr. Nash will answer.

9 MR. PERRY: In that case, I'll take a
10 pass on it because I want to get some more
11 information first.

12 JUDGE JUDSON: Then perhaps you'd like
13 to wait. When we're finished you can talk to Andy.

14 MR. PERRY: Thank you.

15 JUDGE JUDSON: Mr. Blackwell.

16 MR. BLACKWELL: Judge Judson, and
17 ladies and gentlemen, my name is William Blackwell.
18 I'm a Bay Area architect with a particular interest
19 in high-speed trains. I watched the progress on
20 this project over the last few months and am
21 acquainted with many of the details.

22 I understand there is some skepticism
23 about the reality of high speed trains, and perhaps
24 it's too early for them to be taken seriously.

25 Nevertheless, the recent newsletter of the Joint
26 Powers Board, the press releases, and reading an

1 article in yesterday's Chronicle stated that the
2 downtown extension project is designed to
3 accommodate high-speed trains.

4 In fact, I think that is not true. If
5 it is true -- and I'll get to that in a minute --
6 but if it is true, then I think it should be
7 addressed in the EIR fully and completely.

8 There's only one reference that I could
9 find in the whole document. To high-speed trains,
10 which is rather a strong one, stating that from
11 either four to -- only four or three of the tracks
12 in the terminal would be needed by CalTrain and the
13 remaining either two or three would be available for
14 high-speed train use. That is in the EIR, but
15 there's nothing else that addresses that entire
16 subject.

17 Now, let me explain to you why I think
18 it's not designed to accommodate high-speed trains.
19 In the first instance, currently CalTrain has 12
20 tracks at the terminal running 60 trains a day. I
21 think they could get by with 11, but they use all 12
22 of those tracks. In the new terminal they will have
23 four tracks in the terminal and eight, I guess it
24 is, in the storage yard. Still a total of 12
25 tracks. The proposal to increase from 60 to 86
26 trains a day, that's more than a 30 percent increase

1 in the number of trains but no increase in the
2 number of tracks.

3 It's conceivable they could still
4 operate if all those new trains are added in the
5 midday time frame and not during the commute hours;
6 that strikes me as most unlikely. But then you add
7 to that the forecast for the high-speed train
8 system, which adds 74 more trains a day as a total
9 of 160, only two tracks left for the high-speed
10 train system, and no storage capacity whatsoever.
11 It is possible true to say that it could be done.
12 It would have serious schedule restrictions, and
13 certainly no room for future expansion if that were
14 the case.

15 Now, the second point is that in the
16 first two miles of the track there are three sharp
17 curves. The one nearest the terminal is not so bad.
18 The long radius option at the Mined Tunnel is not so
19 bad. The one at Berry into Townsend Street is a
20 pretty sharp curve that would restrict the travel
21 time of the high-speed trains.

22 Moreover, in the first two miles there
23 are four, I think, grade crossings proposed. The
24 remarkable safety record of the high-speed trains is
25 because they're grade separated and fenced
26 throughout the right-of-way. It's a feature that

1 would just simply not accommodate high-speed trains.

2 In addition to that, the terminal would
3 have, with the high-speed trains, 12,000 to 15,000
4 passengers a day, many with luggage, picked up,
5 dropped off in automobiles, and it will have a major
6 impact on traffic at that location.

7 Moreover, although it's not usual for
8 railroad stations to have parking garages, in the
9 case of high-speed trains, if they compete with
10 airlines, an adjacent long-term/short-term parking
11 garage, while not essential, is nevertheless a key
12 feature of the high-speed train system.

13 So for these various reasons, I think
14 it is not true to say that the present design will
15 accommodate high-speed trains. With modification,
16 substantial modification probably to the tune of
17 several hundred million dollars, it would be one of
18 several sites that would be considered for
19 high-speed trains, and certainly there are
20 advantages in having the high-speed train and the
21 CalTrain together.

22 So I would say that while the Transbay
23 Terminal site seems to fit the requirements of
24 CalTrain, and perhaps admirably so, it does not fit
25 the requirements of high-speed trains. So I would
26 ask that either public statements be changed and

1 modified and an exception put in the EIR or else the
2 EIR address all these problems associated with the
3 high-speed train.

4 Thank you very much.

5 JUDGE JUDSON: Thank you, sir.

6 Mr. Colby. Star J. Colby.

7 MR. COLBY: I'm Star Colby,
8 representing the Leagues of Women Voters in Santa
9 Clara County and San Mateo County.

10 We have about 1,500 members in our
11 various leagues in those two counties, and we have
12 had a group of 20 of our members studying this
13 EIR/EIS for a month now and have come back and
14 debated the findings that we made, and I want to
15 report on those findings.

16 We believe that CalTrain is an
17 important part of the regional transportation
18 system. The downtown extension to the Transbay
19 Terminal would improve the connectivity of that
20 network in addition to providing faster more
21 efficient service.

22 It would also help to preserve the
23 possibility of a high-speed rail system to San
24 Francisco. We do have some concerns about lack of
25 certain information in this DEIS/DEIR. For example,
26 why is the pedestrian walkway, it's called

1 "pedestrian walkway," to the San Francisco Muni/BART
2 station referred to as an option? It does not
3 appear to be part of the CalTrain downtown extension
4 project, but it is not stated which agency would be
5 responsible for this construction.

6 Since intermodal connectivity is an
7 essential aspect of a transportation network, the
8 provision of such a connection could hardly be
9 considered an option.

10 We endorse the plan for 86 trains daily
11 with additional trains in the off-peak hours to
12 accommodate nonwork trips as well as people
13 traveling to and from work at nonpeak commute hours.

14 Later and more frequent night and
15 weekend service is also needed to make CalTrain
16 convenient and a more utilized transit system.
17 Experience also demonstrates that CalTrain attracts
18 enthusiastic and increasing ridership from athletic
19 and cultural events, especially when the train
20 schedule is coordinated with those events.

21 The City of San Francisco as well as
22 the Peninsula have large transit dependent
23 populations. Extended train schedules would improve
24 access to employment, hospitals, and other services
25 these people need.

26 In the recently completed market demand

1 study, it shows that increasing the speed of the
2 trains by 25 percent would add 9,400 new daily
3 riders to CalTrain. In this the DEIS/DEIR predicts
4 11,150 added riders due to the extension of the
5 Transbay Terminal.

6 And we urge the JPB to do the study
7 planning necessary to make needed improvements in
8 speed and frequency whether or not the downtown
9 extension is built under any of the funding
10 scenarios.

11 We will submit a more detailed
12 evaluation of this report prior to the end of the
13 public hearing process.

14 JUDGE JUDSON: Thank you, Mr. Colby.

15 The next three speakers are Kevin
16 Standlee, Dan McNamara, and Rene B. Marxheimer.

17 Mr. Standlee.

18 MR. STANDLEE: My name is Kevin
19 Standlee, S-t-a-n-d-l-e-e. Nobody gets it right.

20 I'm here tonight as the representative
21 of the CalTrain Citizens Advisory Committee, which I
22 presume most of you probably know is a citizens
23 committee appointed by CalTrain to express our
24 riders' concerns and so forth.

25 We've received the presentation that
26 Andy gave us a couple months ago and were asked to

1 give our feedback. We held our regular meeting last
2 night. We were disappointed there was also a public
3 hearing going on. Our San Francisco representatives
4 were torn about where to be.

5 But in any event, the CalTrain Citizens
6 Advisory Committee passed a resolution in our
7 meeting last night: First, endorsing the
8 implementation of the downtown extension; second,
9 recommending the JPB go forward with the development
10 of the final EIR/EIS; and, finally, making our
11 recommendations on the five decisions that make up
12 locally preferred alternatives.

13 And I'd like to read those. Those of
14 you who have your checklist, if you want to go with
15 what the CAC recommended, they are, first, in
16 decision one, the Townsend/6th Street south
17 alignment. Second, the long-radius short-tunnel
18 alignment. Third, the Transbay Terminal short
19 medium terminal, or alternative B. Fourth, the
20 Townsend Street site train storage yard. And,
21 fifth, full AC electrification.

22 Without going too much into our reasons
23 on this, we felt it was unnecessary to encumber the
24 motion with a lot of whereases and preambles and
25 such like.

26 We feel that electrification -- we know

1 electrification is going to be necessary. You can't
2 run diesel trains into that tunnel, you'll
3 asphyxiate people. We might as well go ahead
4 forward with the electrification even though it adds
5 substantial extra cost to the project because
6 electrification will lead to even more ridership and
7 we'll get considerable synergies there.

8 I will now switch to speaking mostly
9 for myself rather than the CAC. I would really
10 encourage the JPB, when they move forward with the
11 final EIR/EIS, to look again at the assumptions
12 going into their ridership model because the
13 projections that we are seeing in the draft strike
14 many of us, and me in particular, as considerably
15 lower than they should be.

16 I think the model is flawed. I think
17 the ridership to downtown San Francisco would be
18 much higher than the projections show it would be.

19 I think there's a common mistake among
20 many transit planners to assume you're mainly just
21 capturing people, a few more people who were riding
22 buses anyway. I think that's untrue. I think
23 people will take a one-seat ride into downtown San
24 Francisco, and we'll see a substantial increase in
25 ridership, not a relatively small one that's in the
26 EIR/EIS.

1 And I won't tie up anymore of our time
2 because I see there are a lot of other speakers
3 behind us.

4 Thank you.

5 JUDGE JUDSON: Thank you, sir.

6 Mr. McNamara.

7 MR. McNAMARA: Good evening all. Dan
8 McNamara, president of the Train Riders Association
9 of California. It's M-c-N-a-m-a-r-a. We're a
10 statewide organization, activist group. One of our
11 accomplishments was passing Proposition 116 which
12 gave \$230 million to give this entire system to the
13 three counties as a gift from the citizens. There's
14 no interest paid on the bonds. It's all by the
15 state. We follow this project because we think it's
16 pivotal that this project go forward.

17 We think it's an excellent report. The
18 report looks very good. I think it gives us some
19 real positive things to look at. I don't want to
20 restate what Andy has said. I think it's very good.

21 Also, we call each other by our first
22 names because we've been doing this all for nine
23 years, this study, so this is why we're all familiar
24 with each other.

25 One thing that we think is important
26 here is that it's a critical study because in the

1 future this may be the only access to SFO. There
2 are some real problems with the BART to SFO project
3 that it may not get federal funding, so it's
4 critical that this corridor, which is the same
5 corridor going to the airport, this project would be
6 funded, and, therefore, be advanced through the
7 study system and to continue on through the EIR
8 process.

9 We do have things we'd like to go over
10 as far as cost and ridership. As an example here,
11 with this project the BART to airport extension has
12 a 24 percent contingency which includes engineering,
13 management contingencies, and reserve. Yet this
14 project shows a 32 percent contingency. Since this
15 is the same agency, SamTrans, advancing both
16 projects I think to have some validity here the
17 contingencies have to be the same.

18 Also, I agree with Andy, the idea of
19 keeping the \$100 million in the extension costs for
20 locomotives is incorrect. These locomotives are
21 going to have to be replaced anyway. So if you move
22 that \$100 million from the extension cost, you take
23 and make a different contingency of 24 percent which
24 is currently being used in the 1996 BART LPA project
25 for SamTrans, you get a downtown extension cost of
26 \$298 million.

1 That's important because I think -- we
2 may not think that that's that important now, but
3 it's very important in Congress and in Washington
4 because when they see a \$298-million project being
5 compared to a \$1.3 billion project, it's critical.
6 I think we all have to finally wake up and realize
7 there is only going to be one project in this
8 corridor. It's obviously going to be the one that's
9 the most cost effective.

10 I think it's important also to
11 understand future high-speed rail -- one gentleman
12 mentioned high-speed rail -- the State of California
13 is establishing a high-speed rail authority as we
14 speak. Its whole purpose in life is to go out for
15 bid for high-speed rail. So there may be an
16 additional funding source down the line. But it is
17 critical that we keep this a very, very good,
18 concise report.

19 Ridership. I have to agree with the
20 previous speaker. Previous studies have shown,
21 studies financed by SamTrans have shown 91,000
22 riders, 46,000 riders, and now we have something
23 like 27,000 riders. So we're going down, and it
24 doesn't seem to make sense.

25 I think the next phase, a good portion
26 should be given to ridership, and that experts, like

1 Charles River Associates from Boston, be brought in,
2 someone like them, someone who is an FTA approved
3 ridership who they believe should be involved.

4 I do think it's critical at this point,
5 as we said, to make sure that this is a small,
6 concise project. I did hear the gentleman speak
7 about his worries about high-speed rail. Frankly,
8 we beat them up pretty hard. We definitely want
9 high-speed rail here. It is definitely coming.
10 Something like two and a half hours to Los Angeles
11 from San Francisco is something really exciting.

12 Anyway, again I would like to commend
13 the report. I think Andy has done a wonderful job.
14 He's been walking through this mine field and is
15 doing a hell of a job. Thank you very much.

16 JUDGE JUDSON: Thank you, sir.
17 Mr. Marxheimer.

18 MR. MARXHEIMER: I am Rene Marxheimer.
19 I represent myself, and I'm a member of the Citizens
20 Advisory Committee of the Transportation Authority.

21 So I'd like to just confirm some things
22 which deals with the implementation of the various
23 projects we have seen.

24 And I assume -- and I'd like to ask
25 Mr. Nash if this is correct -- I assume that once a
26 decision has been made on the various options and

1 issues, then an engineering construction firm will
2 be chosen, and that firm would then send out bids
3 for the various contractors; is that correct? Like
4 the great separation projects we have in San Mateo
5 right now.

6 JUDGE JUDSON: I think Mr. Nash would
7 prefer answering your question when you've completed
8 your statement so that you have your full five
9 minutes.

10 MR. MARXHEIMER: Well, everything I
11 have to say is based on this. If this is correct,
12 that --

13 MR. NASH: The next step in the process
14 would be to do the final Environmental Impact
15 Report. Then we would do engineering. And once the
16 engineering was completed and the funding was all in
17 place, then we would go out for bids to engineering
18 contractors. That is at least -- I mean, that is at
19 least two years away in the short-term scenario, and
20 it would be even longer in the long-term scenario.

21 MR. MARXHEIMER: In other words,
22 similar to the great separation projects. Well,
23 this is what my comment is, and that is from these
24 great separation projects we have learned that there
25 needs to be closer coordination and supervision of
26 the work. And my suggestion is to get, from the

1 very beginning now, some state agency, such as the
2 California Department of Public Works, involved who
3 then would be responsible for supervision,
4 coordination, preventing all these cost overruns,
5 and preventing all these delays which is due to lack
6 of coordination and supervision. That's all.

7 JUDGE JUDSON: Thank you. The next
8 three speakers are Mr. Irvin Dawid, Adrian Brandt,
9 and Bo Links.

10 Mr. Dawid.

11 MR. DAWID: Good evening. Irvin Dawid.
12 I live in Palo Alto. I work in Palo Alto. I take
13 the train up to the city every weekend and on
14 occasion I take the train for occasional Peninsula
15 trips, like the one to get here today.

16 I am very much in support of this
17 project, and I would love to see it go forward. But
18 as some previous speakers have said, I've seen this
19 project has been around for a while. And, frankly,
20 with the Mayor of San Francisco's statement of
21 nonsupport of the project, I really am just somewhat
22 skeptical as to how it's going to proceed. I'd like
23 to make a metaphor to a class that I'm taking right
24 now at a local community college. I'm taking
25 economics. And last semester I took economics 1-B,
26 microeconomics. This semester I'm taking

1 microeconomics 1-A. In the course catalog it said
2 you can take 1-B or 1-A in whichever order.

3 And I'd like to take that metaphor and
4 apply it to this project. I support very much for
5 the propulsion mode the full-system electrification.
6 And if we choose full-system electrification on the
7 project, we're going to electrify the entire line
8 from Gilroy to downtown. I'd like to see
9 electrification from, I think it's 22nd Street to
10 downtown or whatever part we choose for the downtown
11 project, as well as the downtown project itself, as
12 perhaps 1-A, and 1-B would be electrification of the
13 entire line.

14 The point that I'm trying to get in
15 this perhaps badly put metaphor is that regardless
16 of whether we decide to go forward with the full
17 project, we need to electrify the line. And the
18 electrification of the entire line and the downtown
19 project should be viewed -- one should not be
20 contingent upon the other.

21 Just like my economics course, I could
22 take micro before I took macro or vice versa. We
23 can electrify this line regardless of whether Mayor
24 Brown states that he's going to support the project
25 or not.

26 I think it's very worthwhile to point

1 out, and I say this as a Peninsula resident, I
2 really see the biggest economic advantage and other
3 types of advantages going to San Francisco for this
4 project. San Francisco really stands to gain. And,
5 ironically, San Francisco seems to be the party
6 that's least willing to want to invest in this
7 project. And this disturbs me as a Peninsula
8 resident.

9 There's going to be enormous gain if we
10 electrify this entire line. I may be going to
11 school at some point in San Jose every day. Whether
12 there's a downtown extension or not, it's going to
13 have no effect for me. Having an electrified line
14 means a quicker commute, it means more frequent
15 trains, it means less breakdowns, and it becomes a
16 real asset.

17 And I'd like to start viewing
18 electrification as a major project in itself. The
19 downtown project is a worthwhile project, but what I
20 see happening is there's this possibility that we
21 lose everything if we lose the extension.

22 Finally, I just would like to make one
23 other statement based on the presentation, and that
24 is I'd like to address the \$36 million parking cost
25 that the project would even, as Andy pointed out,
26 that is a necessary cost regardless of whether the

1 extension is done or not. And I just would like to
2 make my objection to that cost. I don't think
3 transit agencies should be in the motor vehicle
4 parking business. I think it's somewhat oxymoronic.
5 We're trying to get people out of cars, not to
6 provide more parking and create more congestion in
7 so doing.

8 The only parking costs that I think are
9 legitimate are to maintain the existing parking lots
10 and perhaps to provide more automobile parking. But
11 I'd like to see those ongoing costs -- those
12 locomotives, that's a legitimate expense,
13 maintaining the right-of-way. But I don't think the
14 Peninsula Joint Powers Board should start to expand
15 the amount of money they dump into more asphalt for
16 people to park their cars. Thank you.

17 JUDGE JUDSON: Thank you, sir.

18 Mr. Brandt.

19 MR. BRANDT: Hello. My name is Adrian
20 Brandt. That's A-d-r-i-a-n, Brandt, B-r-a-n-d-t.
21 And I'm speaking on behalf of Peninsula Rail 2000, a
22 large consumer group of -- an advocacy group of
23 transit on the Peninsula.

24 And I'd like to, first of all, say that
25 we do endorse the project. We do very strongly
26 endorse that the JPB go for it with completing the

1 EIR.

2 Some of the points that have been
3 raised earlier we would share. We have some strong
4 concerns about the credibility of the ridership
5 modeling that is being presented in this EIR.
6 Specifically, there's a page in this EIR that shows
7 the ridership at the various stations up and down
8 the line in the build scenario, both with the 60/80
9 train schedule, with the no-build scenario with the
10 60/80 train schedule, and then, of course, with
11 today's ridership.

12 Immediately what strikes, I think,
13 anyone that would look at this and is familiar with
14 the service and familiar with the fact that at many
15 of the stations up and down the line on the
16 Mid-Peninsula, we have something approaching 50
17 percent of the people arriving by foot, by bicycle,
18 by drop-off. In other words, they're not driving to
19 the station. So that's an important fact to
20 remember.

21 And then when you look at this
22 ridership modeling, we see that for the 60 and 80
23 train schedule both in the no-build and build
24 scenarios, there is no change in ridership in
25 response to these frequency changes. And that is
26 something that is a little bit tough to swallow. It

1 really casts some serious questions on how that
2 ridership modeling was done and the validity of that
3 modeling.

4 The second point I think that really
5 calls into question the modeling is that the study
6 made the assumption that the downtown extension and
7 the build scenario would have no impact on ridership
8 south of San Jose. This strikes us as kind of an
9 unbelievable, I guess, assumption to make.
10 Especially coupled with the fact that in the
11 recently completed market demand survey the JPB is
12 saying that their number one origin destination
13 today is San Jose to San Francisco. So there's no
14 way that, I think, someone can accept that doing the
15 project to build, in other words, that that has no
16 effect on ridership south of San Jose.

17 The other thing is that on some of
18 these mid-line stations, such as San Carlos where
19 you see no change in ridership between 60 and 86
20 trains, that almost suggests that the model assumed
21 that ridership cannot increase without more parking.
22 It almost assumed that it was a parking bound
23 scenario.

24 So there are some strong hints that
25 suggest to us why the ridership for this downtown
26 extension wasn't nearly as good as I think we would

1 expect based on past studies, based on our own
2 intuition as riders, and as long time transit
3 advocates. So that's our number one concern with
4 this study.

5 We have some cost concerns, but those
6 have been raised here too in terms of including
7 locomotive costs for those locomotives that would
8 have to be replaced anyway. And the no-build
9 scenario, if we don't do a single thing, those
10 locomotives will have to be replaced, so, therefore,
11 that cost should be deducted from all the build
12 scenarios.

13 Okay. Now, moving beyond our concerns.
14 I mean, we're happy to see that the thing is finally
15 out, and we're generally happy with the work that's
16 there. And as far as the decision checklist, I just
17 wanted to share with you quickly our position on the
18 five decisions. And those do mirror actually very
19 conveniently with what the Citizens Advisory
20 Committee representative, Kevin Standlee, just
21 informed you of.

22 And that was for decision one on the
23 Townsend Street Alignment, we're in favor of the
24 south side alignment. I'll give you a little bit of
25 reasoning. It's because there's less crossings.
26 There's one less grade crossing. There is a

1 ballpark station. It's a three-track station
2 instead of a two-track station which allows for
3 trains to be standing by to handle ballpark traffic
4 after a game. And this station has the advantage of
5 not placing the riders in the middle of the Townsend
6 Street median where they will be surrounded by
7 traffic.

8 On the second decision we prefer the
9 long-radius short tunnel because that's the least
10 amount of excavation. It's the highest running
11 speed and the lowest operating cost.

12 On decision three, we've always been in
13 very strong support of a tie coupling and a
14 collocation of the bus service with the train
15 service. So on decision three, we are in support of
16 the Transbay Terminal location. And the shorter
17 medium, that's a little bit open still, but we
18 definitely favor that particular option.

19 On decision four, we leaned toward the
20 7th and Townsend Street yard simply because that's
21 already occupied by the JPB's tracks. And JPB has
22 an easement to run trains in that area in
23 perpetuity. And this yard is also a double-ended,
24 it has a lower operating cost, and reduces the
25 dead-heading between the downtown terminal and the
26 yard. So these are all --

1 And then one smaller consideration is
2 that in an earthquake, the earthquake probably will
3 not pancake the whole fleet.

4 And then on locomotive propulsion -- my
5 time is up, I'm wrapping up -- for the propulsion
6 option, we strongly favor the full system
7 electrification for a variety of reasons, and I
8 won't go into those because my time is up. Thank
9 you very much.

10 JUDGE JUDSON: Thank you Mr. Brandt.

11 Bo Links.

12 MR. LINKS: Thank you very much, Judge
13 Judson. It's nice to see you again. My name is Bo
14 Links. That's B-o L-i-n-k-s. I represent Artichoke
15 Joe's of San Bruno.

16 And I want to first of all say that my
17 client heartily endorses this project. As everybody
18 who knows me and knows, my client knows that we've
19 been highly critical of that other project that will
20 remain nameless for the moment.

21 And I just want to say that as critical
22 as we have been of that project and as much as we've
23 fought it, we hope to support this project with the
24 same measure of enthusiasm and resources, and we're
25 going to be submitting written comments.

26 I have not yet finished, nor has my

1 client finished reviewing that two-ton EIR. But I
2 wanted to echo something that Andy Nash said. This
3 really is the opportunity of a lifetime for our
4 region. We have a chance, speaking parochially for
5 San Francisco, to create something that's going to
6 be far better than Grand Central Station or Union
7 Station or any other great rail station.

8 We really have a once in a lifetime
9 chance to create the greatest intermodal connection
10 in the world in San Francisco. And we can do it in
11 a way, if we watch our money and handle it
12 correctly, in a way that is minuscule compared to
13 what that other project is proposing to spend. This
14 isn't going to cost 1.2 billion dollars, it isn't
15 just going to be 8.3 miles, and it isn't going to
16 end in Millbrae.

17 It is going to connect San Francisco to
18 San Jose. It's going to open us up potentially for
19 the future for high-speed rail, and there's no
20 question that with Congress looking for efficient
21 projects, there is no question that this is the
22 project in this area that truly delivers bang for
23 the buck in public transit.

24 And we're happy and proud to support
25 it. We're going to be with it all the way. And, as
26 I say, we will have written comments to follow

1 giving you our take on these various decisional
2 items. I'm not as quick as Adrian Brandt or Dan
3 McNamara of the Citizens Advisory Committee, but
4 we'll get it there and we'll do it by May 12th.
5 Thank you again.

6 JUDGE JUDSON: Thank you, sir.

7 Scott Mace.

8 MR. MACE: Good evening. I'm Scott
9 Mace of the Mid-Peninsula Bicycle Coalition. That's
10 M-a-c-e. I'm also a San Mateo County representative
11 of the CalTrain Bike Advisory Committee.

12 CalTrain is the bike friendly mass
13 transit system. It means to gain critical mass, and
14 this is a unique opportunity. If we had 90,000 new
15 riders, as the projections talk of, CalTrain could
16 easily afford a fleet of bicycle cars to go along
17 with these new trains with perhaps 100 bikes per
18 train, 100 trains per day. We could have 5,000
19 bicyclists riding the train system per day.

20 Each bike on CalTrain removes the cold
21 start of a car each morning. Cold starts are one of
22 the major causes of air pollution. We cut down on
23 the need for parking garages and feeder roads to the
24 train stations.

25 Such an increase in bike use could also
26 be a catalyst to driving demand for improving the

1 bike facilities in the counties along the CalTrain
2 corridor to increase cycling within those counties.
3 This is a multiplier effect.

4 So if you're interested in reducing air
5 pollution, support CalTrain, the bicycle friendly
6 transit system, and build this extension. Thank
7 you.

8 JUDGE JUDSON: Thank you, Mr. Mace.
9 Jeff Carter.

10 MR. CARTER: Thank you, Judge. My name
11 is Jeff Carter. J-e-f-f-r-e-y, C-a-r-t-e-r. And
12 I'm from Burlingame.

13 Like the other speakers, I also support
14 this project, and I also support the JPB continuing
15 with the final EIR.

16 However, I think, as has been pointed
17 out, there are some problems or flaws with the
18 modeling process in this EIR. This was done in
19 1985. (Indicating)

20 This is called Peninsula Mass Transit
21 Study. I have a few copies of the alternative that
22 electrified CalTrain, turned it into an electrified
23 commuter rail service with the station at the
24 Transbay Terminal site going to San Jose. This one
25 did not look at Gilroy service, however. But this
26 study projected 190 passenger trains per day, and

1 over 96,000 riders per day compared to the current
2 26,000.

3 So that's quite a big difference than
4 what the current EIR is. So I would like to see
5 some more study done of the ridership and see some
6 better ridership model numbers come out of it.

7 Another interesting thing about this
8 study is that it shows a travel time using skip stop
9 AB-type service. It shows a travel time from San
10 Jose to San Francisco of only 68 minutes compared to
11 the current 90 minutes that we now have on CalTrain.
12 So I would strongly recommend that you need to
13 incorporate some of these findings from this 1985
14 study into the final EIR and get some good ridership
15 projections.

16 Another problem with the existing EIR
17 is you're only looking at 86 trains, which is
18 basically the same mediocre service which we now
19 have which quits at 10:00 p.m. The last train
20 leaves at 10:00 p.m. under all the scenarios.

21 There is a table that compares the
22 various transit systems in the area, but it's kind
23 of misleading because it shows BART quitting at
24 midnight, and it shows CalTrain running until 11:30
25 p.m., which is -- the average person is going to be
26 misled by that because, in reality, as I just said,

1 the CalTrain quits at 10:00 p.m., the last train is
2 at 10:00 p.m., and BART, the last train goes through
3 downtown San Francisco south, the last BART train
4 comes through after 1:00 a.m. So I think we need to
5 be a little more comparing apples and apples.

6 Thank you.

7 JUDGE JUDSON: Thank you.

8 Those are all the cards that have been
9 given to me. Has anyone submitted a yellow
10 speaker's card whose name I haven't called?

11 (No response)

12 JUDGE JUDSON: Is there anyone who
13 hasn't submitted a card but who would like to make a
14 comment at this time?

15 (No response)

16 JUDGE JUDSON: Let me once again
17 reiterate that the record in this matter will not
18 close until May 12th, 1997. If you have any
19 additional comments or any questions you would like
20 to put to the board, please do so in writing.

21 The address, again, is to Marie L.
22 Pang, CalTrain, P.O. Box 3006, San Carlos,
23 94070-1306.

24 When the final report has been
25 completed, it will be available for viewing at this
26 location. Also at the MTC ABAG Library at 101 8th

1 Street in Oakland, and at main libraries and
2 planning departments from San Francisco south down
3 the Peninsula to Gilroy.

4 I'm also told that if you want your
5 personal copy, you can call 800-818-TRAK and one
6 will be sent to you free.

7 Andy is going to be here after we close
8 the record, and if any of you have any questions
9 you'd like to ask him, I know he'll be very happy to
10 answer them. And I want to thank you on behalf of
11 the board for being here and providing input to the
12 board. I know I shouldn't say this, but drive
13 safely. We're off the record.

14 (Proceedings adjourned 7:36 p.m.)
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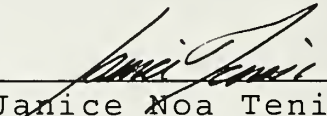
CERTIFICATION

I, JANICE NOA TENISI, CSR 10561 HEREBY CERTIFY:
That I am a Certified Shorthand Reporter for the
State of California.

That said public hearing was taken at the time
and place herein set forth and was taken down by me
in stenotype and thereafter transcribed into
typewriting through computer-assisted transcription
under my direction, and that the public hearing is a
true record of the entire proceeding.

I FURTHER CERTIFY that I am neither counsel for
nor related in any way to any party to said action,
nor otherwise interested in the result or outcome
thereof.

IN WITNESS THEREOF I have hereunto subscribed
my name this 29th day of April, 1997.



Janice Noa Tenisi

